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[a1828] Hongkong, 14th July, 1910.



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The Daily Press.

HONGKONG, AUGUST 12TH, 1910.

WHATEVER other merit the book may possess the publication of "Peace or War East of Baku?" by Mr. E. J. Harrison is valuable for the information it supplies regarding the Russian position and Russian policy in the Far East. On no subject is it more instructive than with regard to Harbin and its foreign settlement, and as the powers of the municipality there have recently been the subject of international communication it is worth while learning some of the facts of a situation which is of interest to all who have any concern with China. It will be remembered that several Powers protested last year against the levying of certain taxes by the Russian municipality on the ground that Russia could not legally demand such payments in a city where all foreigners had equal rights. Harbin is in the Chinese province of Manchuria, and Russia, as is known, has here acquired a predominance which is perhaps not unnatural in the circumstances, but which has roused a certain amount of jealousy and prejudice on the part of others Powers. Otherwise it is difficult to appreciate the somewhat illogical attitude taken by the Powers who protested. The equal right of all foreigners is not denied by Russia, as was suggested by those who protested, and every other Power, Mr. Harrison tells us is at liberty to establish its own settlement at Harbin if it wishes; but no effort has been made to take advantage of this right. Now, if, say, a German community decided

to establish a settlement there, would it not find difficulties in the way of purchasing of a site too great to be overcome? We do not say that land would be withheld, or offered at a prohibitive rate, but we can imagine that the temptation to do so would be strong, and another authority, Mr. PUTNAM WEALE, has told us that the conditions prevailing there make the growth of independent settlements impossible. However, we are quite prepared to accept Mr. HARRISON's statement that all foreigners, with singular unanimity, prefer to live on the Russian settlement. That is probably because these other foreign communities are at present too small to stand alone. Mr. HARRISON also tells us that the majority of these foreign residents, on entering the settlement, signed a written undertaking whereby they agreed to pay their proper share of such local levies as might be deemed requisite from time to time for the upkeep of the settlement. In these circumstances the action of certain foreigners in refusing to contribute to the maintenance of the community in which they live and whose protection they enjoy certainly seems ungenerous, to say the least. The position now, says Mr. HARRISON, is analogous to that obtaining in Shanghai or Tientsin, and he pertinently asks what would an Englishman, a German, or a Frenchman have to say in favour of the alien, who, albeit a resident of the English, French or other settlements in these cities, nevertheless declined to conform to the local regulations therein existing. "Sovereign rights in Shanghai," he adds, "belong to China, but municipal arrangements depend solely upon the administration of the settlement. The situation is almost on all fours with this at Harbin. Harbin has been opened to foreign trade, and areas have been set aside there for the establishment of settlements on identical the same conditions as those obtaining in other settlements of Europeans elsewhere in China." This seems like an overstatement of the facts. If national settlements be contemplated, rather than the international settlements which China favours, it seems strange that none of the other nationalities have attempted to form such settlements. German interests are represented more strongly in Siberia than in any other part of the world, and it is not surprising that they should have endeavoured to create its own establishment here. Having said this, it has to be admitted that the protests which have been made seem ungenerous when it is borne in mind that the administration of the concession at Harbin, falling as it did within the railway zone, was originally vested in the Russians; the agents of the Government, the Chinese Eastern Railway Company, voluntarily transferring the right of public administration to the residents themselves. The extent of this concession will be realised by quoting from Mr. PUTNAM WEALE's book on "The Coming Struggle in Eastern Asia," in which he remarks: "The railway concession at Harbin alone measures over a hundred square versts, and is so shaped as to comprise all the land on both banks of the Sungari, and as much in the immediate proximity of the railway as to make the growth of independent settlements entirely impossible." These statements go to prove that Russia has been at any rate conciliatory, and in the circumstances the Powers could not do other than yield the point of municipal administration on it being made clear that Russia did not claim any right of legal jurisdiction over the persons of foreign subjects resident in Harbin or elsewhere within the railway zone. The "friendly" protests, as they were termed, may have had another origin, and that is, the distrust felt by many Europeans towards government by Asiatics. The Chinese participate in the municipal franchise and municipal administration, and the following caustic comment by the *Norova Vremya* does not seem altogether uncalled for: "They (the protesting residents) do not understand how any active share in the administration of a European population can be extended to the yellow races. A German, Englishman or American cannot reconcile himself to the thought that he will have to submit to the decision of a Municipal Council which is composed not only of Europeans, but also of Chinamen." Prejudice of this character certainly exists, and while the precedent of Shanghai may be quoted in support of this objection, we in Hongkong have, on the other hand, accorded the Chinese residents a measure of representation which has worked to the general advantage of the Colony; and in the special circumstances at Harbin there is even more justification for admitting the Chinese residents in the concession to a share in its government.

H.M.S. *Astrea* left Shanghai on Wednesday for Hongkong.

M. Francois Deloncle, formerly Deputy of Cochinchina, has been elected president of the committee for Commerce and Industry of Indo-China.

The Bishop of Victoria is announced to preach on Sunday next, August 14th, at 11 a.m., at St. Stephen's Chinese Church, and in the evening, at 5.45, at St. John's Cathedral.

A new gold mine has been discovered at Hsuan, in South Pyongan province, Korea. The area of the mine is not extensive, but the quality of the ore is reported to be excellent.

Two American bluejackets were fined \$5 each at the Magistrate yesterday for disorderly conduct and throwing a rubbish into the harbour. They were also ordered to each pay the costs \$2 compensation.

A Chinese youth was convicted of snatching an earpick from a Chinese lady in Stanley Street and was ordered by Mr. E. B. Mallifair at the Magistrate yesterday to go to prison for three months and to receive twelve strokes with the birch.

The steamer *Gregory Apear* was leaving port on Wednesday when a Chinaman was seen to jump overboard. He was picked up by the steamer *Hing Lee*, which was returning from Macao, and he explained that, having been forced to go on board, he took the first opportunity of leaving.A Chinese was arrested on board the *Gregory Apear* on Wednesday as the steamer was leaving for Singapore. He was one of the men wanted on a charge of robbery near Shaikwan on the 4th inst., when two men entered an old woman's house, caught her by the throat, and pulled a silver bangle from her wrist.

The auction of the property in Hollywood Road and Lyndhurst Terrace recently advertised took place yesterday. It was purchased by Mr. Chang-Chia Tsun for \$120,500. Mr. G. P. Lammert was the auctioneer and Messrs. Johnson, Stokes and Master, solicitors for the vendor.

A recent American Consular report says: "The first mill in Siam was built by American engineers in 1858, and since that period the industry has gradually increased until at present it supports 47 rice mills, which, besides milling rice for local consumption, furnished milled rice for export to an amount which has averaged about 1,000,000 tons yearly for the last five years."

Another case of "flying the white pigeon" as it is termed came before the Magistrate yesterday, when a man and woman were charged with conspiring to defraud a man out of \$200. It appeared that the defendants sold a little girl to the complainant for the sum mentioned, and she was handed over to him. Next day she came, accompanied by another girl. On the way she met the man who sold her, and he, alleging that the girl had been beaten and ill-treated, rushed her off in a ricksha, leaving the astonished custodian on the street.

According to present arrangement the opium trade between India and China should cease by the year 1917, provided, of course, China fulfils her part of the obligations. Meanwhile the Government of India are taking steps for restricting the area of cultivation and the reduction of establishments. A despatch has been sent home for the amalgamation of the Patna and Benares Agencies into one, concentrating the entire establishment at Ghazipur under the administrative control of the Government of the United Provinces. It is intended to carry out the amalgamation by the autumn.

It is stated in the Indian Press that a report received from the treaty port of Wuhu on the Yangtze river speaks of large quantities of indigenous opium coming up the river from the sea. This opium presumably hails from North China, where but little interference appears to have taken place with the cultivation of opium. It is possible, remarks the *Pioneer*, that the importation of this indigenous opium at the treaty ports may to some extent account for the large imports of opium about which the Chinese authorities profess to be so much concerned at the moment.

Regarding the statement which has found publication to the effect that the Younghusband Treaty of 1904 is to expire this month, there is no question of any treaty made with China and Tibet coming to any such sudden end. What may expire on August 31st is the self-denying ordinance attached to the Anglo-Russian Convention of 1907, whereby in a supplementary agreement the contracting Powers undertook not to allow for a period of three years, entry into Tibet of any scientific mission whatever. It was expressly stipulated in this supplementary agreement that when the three years' term has expired, two Powers should consult together as to the desirability of any ulterior measures with regard to scientific expeditions to Tibet. The result of the self-denying ordinance, says an Allahabad despatch, has been to leave open the field of exploration in Tibet to any one who does not happen to be either a Russian or British subject. But the facts are opposed to this statement. Dr. Sven Hedin, for instance, was only able to enter Tibet by defying prohibitory orders.

THE KING AND THE EMPIRE.

An Ottawa message says: "The rumour that their Majesty King George and Queen Mary may make a tour of the Empire is beginning to attract attention here. The *Ottawa Citizen* hopes that the rumour is correct and says there is no more reason why the King and Queen should not visit Canada, Australia and South Africa than that they should not visit Scotland or Wales. The *Ottawa Citizen* adds that their Majesty's visit to Canada in 1901 was a time and with more comfort than a British monarch could visit Scotland one hundred years ago."

## TELEGRAMS.

[Protected by the Telegraph Message  
Copyright Ordinance, 1894.][REUTERS'S SERVICE TO THE "HONGKONG  
DAILY PRESS."]THE PEACE OF THE  
BALKANS.

A PLAIN WARNING BY THE POWERS.

LONDON, August 11th.

A Constantinople message states that according to statements made in official circles the Powers have informed Bulgaria that if any severities are practised in Macedonia they must be now discontinued. The Powers are determined to prevent by force if necessary any breach of the peace of the Balkans.

## THE TIBETAN QUESTION.

VIEWS OF THE RUSSIAN GOVERNMENT.

LONDON, August 11th.

The St. Petersburg correspondent of "The Times" says in reference to Colonel Younghusband's recent articles on the situation in Tibet, that the Russian Government does not contemplate taking the initiative in revising the Agreements with a view to the appointment of British and Russian representatives at Lhasa, together with a right of interference in the internal affairs of Tibet otherwise than through Peking. The Government of Russia, however, would favourably regard a proposal of that character by Great Britain.

DR. JAMESON ON THE  
FAMOUS RAID.

LONDON, August 11th.

Dr. Jameson, speaking at Durban, made a reference to the raid on the *For which he had led in 1895, and* He said although the raid was badly carried out and the leaders were thoroughly deserving of punishment, it was nevertheless a step in the direction of federation. It was not sought by the raid to replace Dutchmen by Englishmen.DIPLOMATIC DISCUSSIONS  
AT MARIENBAD.

LONDON, August 11th.

Reuters's correspondent at Constantinople reports that the Grand Vizier has gone to Marienbad for two months, where he will meet Baron von Aehrenthal (Minister of Foreign Affairs for Austria-Hungary), and probably also Herr von Kiderlen (the German Foreign Secretary).

THE ROMANCE OF MISSIONARY  
ENTERPRISE.The Rev. Arthur Ward deals in a most interesting manner with the romantic story of missionary exploration in the July number of *Travel and Exploration*, and in view of the great interest taken in the World's Missionary Conference at Edinburgh, this article should be of distinct topical interest. Mr. Ward's article deals mainly with the Moravian Mission, and certainly in the field of geographical research and discovery the Moravian missionaries have incidentally taken the highest rank. It is emphatically the pioneer mission. From Labrador to Surinam, from the frozen solitudes of Tibet and the snowy wastes of Alaska to the sun-scorched plains of Queensland, will be found an outpost of the Moravian Mission.There are a few great explorers whose names are known to everybody; but the real pathfinders are unknown men—missionaries, adventurers, colonists, hunters, trappers, and native guides. Novelists, from Defoe down to R. L. Stevenson, have gone to them for the raw material of romance; while the serious historian of exploration does not hesitate to acknowledge his indebtedness to the work of the unknown pioneer or obscure adventurer. When Scott does not know what to do with the hero of *St. Bonan's Well*, he makes him disappear among the Moravian missionaries. Fenimore Cooper's backwoodsman and Indiana know them. McClure takes one as interpreter on his expedition in search of Franklin. Another goes with Nordenskiöld and is drowned on his way back to Greenland. Sven Hedin disappears into Tibet from one Moravian mission-station and reappears at another. Stein, returning from his second journey to Central Asia, calls to his aid a Moravian missionary, who crosses several high mountain chains by forced marches, performs a successful operation in difficult circumstances, and carries his patient safely home to Leih. Dillon Wallace, having found the "Long Trail" in Labrador, travels homeward by a chain of Moravian mission-stations for five hundred miles.

## SUPREME COURT.

Thursday, August 11th.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR FRANCIS PIGOTT  
(CHIEF JUSTICE).

TRIAL OF PARTNERSHIP ISSUE.

Before his Honour the Chief Justice and a jury the trial of the partnership issue in connection between Tang Wong Shi and Lai Chi Chin and the Cheong Hing Steamship Co. was concluded. The issue was to decide as to whether Lai Chi Chin was on the 4th and 10th days of January, 1908, or on either of such days, a partner in the Cheong Hing Steamship Co., lately carrying on business in this Colony, or liable as a partner in such company or firm.

The jury empanelled was composed of Messrs. H. F. Hickman (foreman), J. Maxwell, C. Cooke, J. H. Barr, H. T. Palmer, G. C. Cruickshank and H. Tillman.

Mr. Eldon Potter, instructed by Mr. P. W. Goldring (of Messrs. Goldring, Barlow &amp; Morrell), appeared for the plaintiff, and Mr. M. W. Slade, K.C., instructed by Mr. Hinds (of Messrs. Bruton &amp; Hett), represented the defendant.

Counsel addressed the jury and his Lordship directed them.

At 1.35 the jurors retired, and returned into Court at 2.25 p.m. The foreman then announced that by a majority of four to three they found that the defendant was a partner in the Cheong Hing firm.

His Lordship entered judgment for the plaintiff with costs.

On the application of Mr. Slade a stay of execution for fifteen days was granted.

The jury added the following rider to their verdict:—The jury wish to bring to your Lordship's notice that they are of the opinion that the facts disclosed in this action emphasise the absolute necessity for the compulsory registration of all partnerships.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. F. A. HAZELAND  
(ACTING PUISSANT JUDGE).

ALLEGED DEFECTIVE LEATHER.

The Sun Sang Yuen firm proceeded against the Navigazione Generale Italiana to recover the sum of \$701.51 for damages for breach of conditions of a bill of lading, of which plaintiffs were the holders, for 21 bales of leather carried on board the s.s. *Ischia*, of which defendants are the owners, from Penang to Hongkong.

Mr. H. W. Looker (of Messrs. Deacon, Looker &amp; Deacon) appeared for the plaintiffs, and defendants were represented by Mr. C. G. Alabaster, instructed by Mr. A. Jackson (of Messrs. Johnson, Stokes &amp; Master).

Mr. Looker, after reading the pleadings, said the action was for damage to cargo. The defendants said the goods were received on board, and if any damage occurred it was occasioned by the bill of lading, that the goods were in good order and condition, but they said there was some inherent vice in the goods which caused them to deteriorate on the voyage. If they were maintaining that the statement in the bill of lading was wrong, they should have pleaded it, but they did not. They contended that externally the goods were in good order and condition, but the defendants denied that they were in good order and condition. That being so, the burden was on them to establish that the leather was not in good order and condition.

Mr. Alabaster submitted that it was not for him to begin. Defendants' solicitor took great pains to point out that the statement of defence did not mean what it said. They had denied in their pleadings that the goods were shipped in good order and condition.

His Lordship held that the onus was on Mr. Looker.

Mr. Looker stated that the plaintiffs shipped on board the defendants' ship 21 bales of leather from Penang. There was a constant stream of leather coming to this Colony from Penang, Siam and Singapore. Externally the leather with which the present parties were concerned was quite right to the eye, but when the leather arrived here it was practically black, and plaintiff now claimed on the shipowners under this bill of lading, in which it was expressly stated that the goods were shipped in good order and condition from Penang. The terms of the bill of lading put an obligation on the master of the ship to see that each bale of leather had a name on it, and that imposed upon the master the duty of inspecting the leather. And if he looked at each bale, he must get some idea of what condition the shipment was in.

Evidence was led and the hearing adjourned.

## STABLE BOY TO OWNER.

BLACKSMITH'S SON WHO GREW RICH.  
BY BACKING HORSES.

The estate of Mr. John Hammond, of The Lawn, Exning, Newmarket, a well-known racehorse owner, has been valued at \$243,649 (gross), with net personalty \$222,220.

Mr. Hammond, died at Wimbledon in June, after a remarkably varied and successful career. He was the son of a blacksmith of Newmarket, and his first work was as stable-boy. He afterwards became a professional baker, and later on an owner of racehorses. He owned St. Gatien, one of the two horses which ran a dead-heat in the Derby in 1884. He was a rare instance of a man making a large fortune on the turf partly by means of backing horses.

The following are some of the fortunes left by men connected with the turf:

|                                      |                                  |           |
|--------------------------------------|----------------------------------|-----------|
| Mr. William Peck, turf commissioner  | agent of Sheffield and Rotherham | \$533,699 |
| Mr. Fred Archer (estimated)          |                                  | 120,000   |
| Mr. James O'Connor, bookmaker        |                                  | 120,000   |
| Mr. Matthew Dawson, trainer          |                                  | 11,994    |
| Mr. Alexander Waugh, trainer         |                                  | 2,953     |
| Mr. Robert Peck, trainer and breeder |                                  | 13,667    |
| Mr. John Boardman, jockey            |                                  | 9,618     |
| Mr. Young Robertson Graham, breeder  |                                  | 8,350     |
| Mr. James Jewitt, trainer            |                                  | 35,852    |

## THE JAPAN-BRITISH EXHIBITION.

DISTRIBUTION OF AWARDS.

Prince Arthur of Connaught presided last month at the distribution of the first instalment of awards adjudicated by the superior jury of the Japan-British Exhibition. The proceedings were held in the Congress Hall, the awards to the British exhibitors being distributed by Baron Oura, president of the Imperial Japanese Commission to the Exhibition, and the Japanese exhibitors by the Duke of Norfolk. There was a large gathering, and among those who had accepted invitations to be present were—The Japanese Ambassador, Lord Blyth, Lord Welby, Lord Halsebury, Lord Kinnaird, Lord Lavery, Lord Darnley, Lord Rothemann, Lord Kinnaird, Lord Glantava, Sir John Cockburn, Sir C. Rivers, Sir A. K. Rolit, Sir George Wyatt Trueman, Sir W. B. Richmond, the Hon. Arthur Stanley, and Mr. Inno Kinsley (Commissioner-General).

MESSAGE FROM THE KING.

During the proceedings Prince Arthur read the following telegram which he had received from the King:—

I heartily congratulate you and the committee upon the success of the Exhibition, and I fully recognize that the excellent results are largely due to the valuable services rendered by those entrusted with the Exhibition and the carrying out of this undertaking.

PRINCE ARTHUR OF CONNAUGHT'S SPEECH.

Prince Arthur of Connaught, in opening the meeting, said:—

The occasion which brought them together was one which he believed was unique in the history of exhibitions, and it was also an important one to all of those who had worked so diligently for the success of that great enterprise.

He believed that in the case of almost all past exhibitions of importance, the Japanese exhibitors by the various group and classes did not take place until a much later period, during which the exhibition was being held, and he also believed that in many cases the diplomas were not handed to exhibitors until a year after the conclusion of the exhibition. It was therefore a particular source of satisfaction to him as honorary president to congratulate all those who had contributed to that record which had been made, not only by having the diplomas ready so early in the currency of the Exhibition, but also by being able to distribute them at such an early date as July 15. They could safely say that no exhibition of which they had as yet any record had been so nearly complete on the opening day, not only in regard to its exhibits, but also its publications. The total number of awards to be distributed was between 5,000 and 6,000, and they were practically evenly divided between the two nations participating in the Exhibition. Their Japanese friends had gained a greater number of competitive awards, but the larger proportion of British exhibitors in the important sections of fine arts, science, education, and photography, as well as in the various Government and municipal departments, had preferred a non-competitive award, which would simply show that their exhibits were considered worthy specimens of British excellence in their particular sections on the occasion when the two island Empires were for the first time engaged in friendly rivalry.

They had all very much regretted, he continued, that the Exhibition could not be opened with that *début* which their late King had so much desired, for he had taken a personal interest in every detail connected with the exhibition, and everybody concerned in the Exhibition was deeply grateful to King George for the deep interest and sympathy which he had shown in the movement throughout. The telegram from the King was only another proof of the great interest His Majesty had evinced throughout. Credit was due to all those who had worked so hard towards the great success which the Exhibition had now attained and they might be assured that it would be a means of binding together still more closely the two Empires and would enormously improve the commercial relations between their two peoples. (Applause.)

The Japanese Ambassador said that the Exhibition had already attained a degree of success which was thought almost impossible at the outset, and that result was due to the hard work of all concerned. On behalf of his Government he begged to offer his warm thanks and congratulations to Prince Arthur of Connaught, the president, and all who had taken part in the Exhibition. He was convinced that their efforts had been successful in strengthening the most cordial relations that already existed between Great Britain and Japan.

The Duke of Norfolk referred to the enormous amount of energy given in Japan to their section of the Exhibition. Exhibitions which had been held in Japan at the very door of the exhibitors had no ordinary giving of awards that they were carrying out the section. Those who had obtained awards and those who had not all felt that in taking part in the exhibition they had not only been carrying forward commercial enterprise, but had done something towards bringing about a mutual feeling of esteem between the two Empires.

Baron Oura, who spoke in Japanese, expressed the thanks of the Imperial Japanese Commission to the people of the United Kingdom for the earnest interest which they had made to ensure the success of the Exhibition. The Duke of Norfolk and Baron Oura then proceeded to distribute the awards, and the proceedings concluded with a vote of thanks to the chairman, proposed by Lord Blyth.

## THE INDIAN BUDGET AND OPIUM.

Mr. Montagu, Under Secretary of State for India, in introducing the Indian Budget in the House of Commons last month detailed India's limitation of the output of opium, and said China claimed she had reduced hers by more than three-fourths. There was no absolute proof, but there was reason to doubt it. His Majesty's Government had therefore waited the production of statistical proofs, and offered China an extension of the agreement for three years more. The opium revenue for 1911-1912 and 1912-13 was provisionally estimated at three millions sterling. Thus the first five years of the agreement would not involve serious loss, but the loss was likely to be all the more serious in the concluding five years. With reference to opium output that China herself had suggested ten years, and did not suggest any reduction. Any alteration would involve serious administrative and financial considerations, and possibly put an intolerable strain upon the temper of the Indian taxpayers and cultivators of poppy, and upon relations with Native States. The Indian Government and His Majesty's Government were examining in a friendly spirit America's tentative programme for a friendly Conference at The Hague, but they could not agree to a discussion of Great Britain's diplomatic relations with China. It was also desirable to know whether the powers were willing to deal with the exportation of morphine and cocaine to the East.



## THE PHILIPPINES.

## THE U.S. PETITIONED TO GRANT INDEPENDENCE.

The relationship between the Philippine Islands and the United States has again been brought into public discussion through a petition which has been presented to Congress by the Philippine Assembly, requesting the grant of immediate independence to the Archipelago. The petition urges the United States to open negotiations with Great Britain, Germany, France, Russia, China, and Japan for the neutralization of the islands, guaranteeing them immunity from absorption by any foreign power. The demand for independence was presented to Congress by Manuel L. Quezon, Resident Commissioner of the Philippines in the United States, who in making the presentation, delivered an explanatory speech, remarkable alike for its moderation and its concise statement of conditions in the Archipelago. Mr. Quezon accorded high praise to the United States for what she had accomplished in the Philippines, saying:—

"I am glad to be able to affirm, first of all, that simultaneously with the American occupation, there has been established a more liberal government, and from that day, the Philippines have enjoyed more personal and political liberty than they ever did under the Spanish Crown. The Philippine commissioners have established provincial and municipal government, almost completely autonomous. They have created a body of constabulary which is one of the most useful and praised of the official organizations. They have built up a system of education which offers equal opportunities for learning to the poor and to the rich. They have established a Supreme Court worthy to be compared with any other tribunal in the world. They have given us an Assembly which, although it has very limited powers, answers, at least, to the purpose of expressing the will of the people and showing its governing capacity. They have beautified the city of Manila, improved its sanitary conditions, completed its harbor works, and provided it with a tramway system. They have constructed all over the islands more than 500 miles of highways and roads, hundreds of bridges and concrete bridges and thousands of concrete culverts. They have multiplied the number of lighthouses and knitted the islands with lines of telegraphs and telephones. They have provided a great number of towns with artesian wells, and built schoolhouses in almost inaccessible parts of the archipelago."

## NATIVE GRIEVANCES.

After paying this tribute to America, Mr. Quezon declared that the Philippines were not happy, and explained the reason by quoting from Daniel Webster: "No matter how easy may be the yoke of a foreign power, no matter how lightly it sits upon the shoulders, if it is not imposed by the voice of his own nation and of his own country he will not, he cannot, and he means not to be happy under its burden." The Resident Commissioner then turned to specific points of grievance. He enumerated first the action of all the courts, except the Supreme Court, which, he claimed, are not independent, because the judges are appointed by and hold office during the pleasure of the Philippine Commission. There had been no abuse of this appointive method, but the system was liable to subordinate the judiciary to the executive branch of the Government. The Philippines, declared Mr. Quezon, are very poor, and cited as an instance the fact that owing to a series of calamities the islands are less able than formerly to supply their own demand for rice, the staple food of the people. Prior to American occupation \$240,000 was the maximum annual value of imported rice. Since then the average yearly imports have been valued at \$1,300,000. The responsibility he placed largely on the inadequacy of the Bureau of Agriculture established by the United States in the Archipelago.

Another charge brought by the Resident Commissioner against America was that of extravagance. He asserted that an expensive system of government had been established, out of all keeping with the real needs of the country. Philippine officials being paid higher salaries than officials in the United States. He compared the salaries of \$3,100 a year paid to the secretaries of the Philippine bureau with the \$2,400 a year received by the members of President Taft's Cabinet. He stated that the claim that Filipinos are lightly taxed, because the per capita taxation amounts only to 10s, was an erroneous impression. In proportion to their wealth, he alleged, the Filipinos are heavily burdened by the requirements of the Government. He compared taxation with foreign trade, showing that Cuba, with a foreign commerce of \$20 per head, has a taxation of \$2.12 per head. Porto Rico, with a foreign trade of \$11.4s, has a taxation of 14s. 10d, while the Philippines, with a foreign trade of only \$1.8s, are taxed 10s. per head.

In proof of the ability of the Filipinos to govern themselves, Mr. Quezon cited as a convincing instance the orderliness of the local municipal and provincial elections, stating that they are held "without even the local disturbances which occur during the elections in an election campaign even in countries more experienced in the exercise of political franchises." The officials elected by the Filipinos from among themselves have proved to be intelligent and high-minded. He instanced as an example of the Filipinos' intense interest in educational matters the avidity with which they have studied the English language. "In spite of the difficulties connected with the study of every foreign language," he said, "increased manifold by the peculiarities of the English language, hundreds of thousands of children and a large number of grown men devote themselves to the study of that useful but difficult language, with such brilliant success that to-day it can be safely said the knowledge of the English language is more extended throughout the islands than ever was that of Spanish."

Upon Congress Mr. Quezon's speech has created an excellent impression, but from the point of view of the Philippines there is an unfortunate omission. The Resident Commissioner, though referring to the poverty of the Philippines, did not explain how their condition would be improved if the Archipelago were wholly administered by the Filipinos, instead of by Filipinos and Americans jointly. It is this point that is preventing many Americans who theoretically favour independence from urging the separation of the Philippines from the United States as a practical proposition. They believe the Filipinos have more to lose than they can possibly gain by separation, for tariff barriers of foreign countries would probably cause their industrial ruin if they were not allied with some powerful commercial country. The Philippines have shown no general adaptability for manufacturing, but are largely an agricultural people. Foreign markets are necessary for their prosperity, and it is impossible to see where they would obtain foreign markets if they were independent. Their industrial future, from present observation, requires that they continue to enjoy the preferential treatment in American markets which has been granted them by the Payne Tariff. Economically, the Philippines are now treated as a part of the United States, there being practically free trade between the islands and America. It is not reasonable to conclude that America would keep her markets open to Philippine products if the Philippines became an independent nation. Since the Payne Bill became operative, trade between the United States and the Philippines has increased rapidly. The Payne Tariff was placed on the statute books on August 5. The American fiscal year begins on July 1. Statistics compiled for the first eight months of the present fiscal year, which includes seven months of Philippine preference, show that America sent \$2,010,000 worth of goods to the Archipelago, and received products valued at \$2,284,000. A year ago, the eight months' figures were \$1,374,000 exports to the Philippines and \$1,414,000 imports. The value of Manila cigars alone imported into America has increased from \$508 during eight months of the 1909 non-preferential era to \$1,690,000 during the eight months of the present fiscal year. There is every reason to believe that Philippine-American trade will continue to increase more rapidly in the future than it has during the present year, and the Philippines have obviously more to gain by this commercial expansion than has the United States.—London Evening Standard.

## RUSSIA AND JAPAN.

## EUROPEAN OPINION ON THE NEW TREATY.

The *Novoye Vremya* points out that it was Mr. Knox's proposal which actually brought the negotiations to a head and the suggestion is made that Japan was only induced to abandon her lingering dream of further aggression in the Russian sphere of influence in the Far East by the sudden development of a United States forward policy in China. The *Novoye Vremya* remarks with great satisfaction that the Convention deals a blow to the hopes of all those whose plans were based on a continuance of the friction between Russia and Japan. For the moment, Korea can no longer hope to recover her independence by playing off one power against another. The movement of the Central European Powers in Asia Minor and Persia is based on the hypothesis of probable complications in the Far East. China's efforts made on the strength of Russo-Japanese friction are to evade her obligations to the Powers. All these calculations are upset by a political agreement which has a firm economic basis in the shape of a common railway policy. The Convention consolidates peace in the Far East, frees Japan from heavy military expenditure and permits Russia to build the Amur Railway at leisure.

The *Vratisl* is sceptical as to the value of the agreement, which looks like a partition of Manchuria and may irritate the growing power of China in a manner that will lead to deplorable results in the future.

The *Deutsche* says:—We need not insist on the significance of an agreement which establishes a veritable Russo-Japanese alliance for the defence and doubtless the development of the status quo in Manchuria for their mutual benefit. It is a definitive answer to the attempts of China to regain ascendancy there and to the policy expounded in the Knox proposition, whose object was to internationalise affairs in this portion of the Chinese Empire. We may add that the growing independence which arises out of this new agreement between Russia and Japan, which gives every liberty to protect her interests in Mongolia, without fear of opposition, confers greater authority on Japan to modify the status of Korea by annexing it, as she seems to intend doing before very long.

The *Times*, in its leading article, gives the various steps that have logically led up to the signature of an agreement like the present one. It also refers to the Knox proposals, which may now be regarded as the primary cause of the final rapprochement between the two countries, who both felt their ambitions, if not their interests, in danger by the suggestion of internationalising the Manchurian Railway.

The *Temps* considers that the two Powers have every reason mutually to look after their own and each other's position, which in spite of the theory of the open door is by force of circumstances a privileged one. It concludes: France and England, who the Cabinets of St. Petersburg and Tokyo have been careful to inform of their agreement, can only congratulate themselves on the increasing intimacy between two countries who are their respective allies. The rôle played at various times by Asiatic quarrels in European politics has always been unfortunate for us and often disastrous. So that everything that is of a nature to prevent a recurrence of such conflicts by a policy of equilibrium and status quo must be welcome to France. This is the case especially with the new Russo-Japanese agreement.

The significance of the Russo-Japanese Agreement is discussed in a three-column leading article in the *Agrarian Deutsche Tageszeitung* by Count Revettlow, the well-known writer on naval matters. The agreement, says Count Revettlow, comes neither unexpectedly nor as a surprise. After the war of 1866 Bismarck remarked to an Austrian statesman that the relations of Prussia with Austria must become such as to leave the latter free to turn to Count Revettlow and Japan and Russia were in a similar position after their war. Japan must either have fought a second war with Russia in order to ensure the quiet possession of what she had attained and to take a free hand in the East, or there must have been a rapprochement between the two countries. That the latter alternative was preferable, Count Revettlow continues, was evident, especially as after the peace of Portsmouth, Japan came to regard the United States as her opponent in the future. Count Revettlow convinced that the conclusion of friendship between Japan and Russia means the loosening of the bonds at present uniting England and Japan. It is clear enough, he contends, that both Japan and Russia are at one in their desire to contract or combat American influence and also that the Anglo-Japanese treaty is valueless to Japan in the event of the practically inevitable conflict with the United States, for England will not take sides against the latter Power. Important, however, as are the changes argued by the Russo-Japanese agreement, Count Revettlow does not believe that there is any foundation for the suggestions made by various German newspapers, that a German-Austrian-Turkish-Japanese League is in contemplation, still less that England will join issue with the United States against Japan. The prime concern of the German Empire, he states, is to keep her hands free. Her interest in the Far East is centred in the maintenance of the "open door." Japan has not hitherto attempted to frustrate German commercial enterprises and there is no little reason for Germany to engage in a crusade against the yellow race, as there is for her to join with it against the United States. Germany, says Count Revettlow in conclusion, must not forget that she is a Continental power, that the arm of her fleet does not reach to the Far East, and that even if it did and if she participated in events there she would only pick the chestnuts out of the fire for someone else and weaken herself. Germany's motto must be her position in Europe and everything else after.

## NOTES AND NEWS.

## THE PAY OF A PUGILIST.

Johnson, the pugilist, has made his engagements for several months at a thousand pounds weekly. Mr. Molatos announced in San Francisco that he hoped to stage a "skill contest" between Johnson and Buzz in London Olympic Stadium—20 rounds with 6-ounce gloves, the match to be a test of ability, not endurance.

## THE VIRTUES OF SCOTCH OATMEAL.

Archdeacon Sinclair was present at a display of gymnastics given by members of the Shoreline Working Men's Club, which was founded by Baroness Burdett-Goutts, and in congratulating the members, said: "I go through many of your exercises myself, over to the present day, and as a Scotoman I should like to recommend what I consider one of the best preparations for them—namely, good old Scotch oatmeal. I had four brothers, all fit, high, and my father had fourteen brothers and sisters ranging from 6 ft. to 6 ft. 8 in.—all brought up on Scotch oatmeal porridge."

## THE DEPTH OF THE SEA.

The variations of the depths of the seas are remarkable. From recent soundings we learn that in certain parts of the Pacific Ocean the depths are 8,600 metres. Other great depths recorded are the North Atlantic, 8,391 metres; South Pacific, 8,300; South Atlantic, 7,400; Indian Ocean, 6,300; Caribbean Sea, 6,275. On the other hand, the Baltic is comparatively shallow, not quite 400 metres. In clear water, when the sun is shining, a diver can easily see to work at a depth of 20 metres. At 50 metres very little can be distinguished. Beyond that depth it is as dark as night.

## WHEN WOMAN IS IN HER PRIME.

We are told by the best authorities, says the *Gentleman*, that Cleopatra was at least 43 years old when she brought Mark Antony to her feet, that Helen of Troy had attained almost to middle age when men fought and died for her sake; that nearly all the women who have swayed the destinies of nations or have been famous as rulers or even become known to the world after they had arrived at what is generally regarded as middle age. Never were they mere girls or even young women. In this twentieth century surely history repeats itself, and the years between forty and fifty are more often than not those crowned with the greatest success in the life of a modern woman of society.

## RATES OF PAY IN THE CANADIAN NAVY.

The pay offered to officers in the Canadian Navy compares very favourably with that given by the British Admiralty to similar grades. It is noticeable, especially marked in the engineering branch of the service, though the prospective pay of the engineer branch is to be somewhat higher than that of the executive or "deck" officer, viz. for an engineer sub-lieutenant (approximately) £219, as compared with £137 per annum in the British Navy; engineer lieutenant £232 to £242.15s. as against £182 to £235; and engineer commander £247.18s. to £267, as compared with £243 to £302. The last five years' educational course is to be eligible for examination for the appointment of an engineer-sub-lieutenant.

## THE ARMY OFFICER'S MoustACHE.

The issue of an official reminder, by the way, that officers are forbidden by King's Regulations to shave the upper lip, recalls, says a contemporary, the fact that, until comparatively recent times, moustaches were by no means generally worn in the British Army. According to Colonel Holden, who is a distinguished authority on the history of the Army, "the Worcestershire Militia claims to be the first regiment in the British Army to have introduced and worn the moustache, which they adopted in 1799, when stationed at Blenheim Barracks, near Reading, and copied from the Austrians, at that time noted for their high discipline and military appearance. The cavalry wore them about Waterloo time; the horse artillery, I believe, next; and the British Army generally between 1850 and 1858."

## ROUND THE WORLD IN A YAWL.

Captain G. D. Blythe, of Coventry, a member of the British Mosaicite Service, has undertaken an adventurous voyage round the world in a yawl of only nine tons net register. The yawl was specially built for him at Perth, Western Australia, and is named the *Pandora*. Her measurements are: Length, over all, 26ft. 9in.; beam, 14ft. 1in.; and depth, 4ft. 1in. She made the opening part of the voyage splendidly, from Bunbury, Western Australia, to Melbourne, from which port Captain Blythe has been returning. The vessel is now at Sydney, where she will proceed to Sydney, thence to New Zealand, Pitcairn Island, Juan Fernandez, Falkland Isles, and the United States. Subsequently the vessel is to sail across the North Atlantic Ocean to England, and return to Australia by way of the Cape of Good Hope. Captain Blythe is accompanied by Captain Pietro Arapakis.

## "GIVING THE BRIDE AWAY."

An American Congregational minister, Rev. W. B. Millard, of Morgan Park, Illinois, has been pointing out to the anachronisms in the Anglican prayer-book marriage service. Especially scornful, says the *Christian World*, is his of the "fanciful practice" of "giving the bride away." The origin of this feature in the wedding service is traced back to the *Sarum Manual* of 1078, but it is possibly ante-dated that ceremony. The "giving away" was a relic of the barbaric custom of the woman being "chained, unable to hold property, and was the slave of some man—usually her father—until he 'gave her away' to her husband, without her having a voice in the transaction. Mr. Millard thinks it time freemen American girls repudiated the suggestion that one man can give them away to another like sheep. Such grinning skeletons of the past should be decently buried, he declares with quite American emphasis.

## KING EDWARD'S KINDNESS.

A characteristic anecdote of King Edward was related by Lord Burnham last month at a meeting at Windsor to consider the question of a national memorial in the town to his late Majesty.

"There is one small hospital in London," Lord Burnham said, "in the welfare of which the late King was ever deeply interested—King Edward's Hospital for Officers in Grosvenor Gardens, managed with matchless devotion and skill by that most admirable woman Miss Agnes Keyser, popularly and lovingly known as Sister Agnes. Not very long before the King's death there lay in the good sister's charge an officer who was very ill after a serious operation and who, as I was then, could not survive."

"The King was coming to the hospital to pay one of his quiet visits, and the patient, who heard he was expected, and who was almost too weak to speak, said it would be a great happiness to him if he could hear his voice, and he asked the sister if it would be possible for her to talk with King Edward outside the open door. Sister Agnes said she would try to do what he wished, and having in due course led the King there she told him what her purpose had been."

"In a moment he went through the doorway to the bedside of the sick man and, taking his hand, held it for a long time while he spoke to him words of tenderness and sweet counsel. When he had finally said 'Good-bye' he slowly walked to the window and looked out upon—well, he looked out upon nothing, as the tears rolled down his cheeks. And then silently he left the bedside of the sufferer whose strong desire it had been to listen to his voice."

## THE NEW JAPANESE TARIFF.

Belated as usual, says *Commercial Intelligence* of July 13th, the Chambers of Commerce at home are turning their attention to the new Japanese tariff, to find that the injury it is destined to inflict on British trade is not only serious, but greater in respect of many lines than upon the commerce of our rivals, owing to the heavy character of British productions. Had the matter been taken up earlier it is possible that the results of the new tariff would have been less unfavourable to us. It must be confessed, however, that the Japanese authorities have shown the utmost indifference to the representations that were made on behalf of the foreign merchants in Japan by the Yokohama Foreign Board of Trade, the chairman of which told the members at its recent annual dinner that they "could only make the best of the situation." The Japanese Government's discourtesy would have been more keenly felt if a distinctly defined Chamber of Commerce in Japan, and we should be glad to see such an institution established in the near future, for there are likely to be many occasions arising out of the operation of the new tariff when it could be of real service to British traders.

We may recall the fruitful efforts in protecting British interests which the Chamber in Paris put forth in connection with the recent revision of the French tariff. The very contrary attitude invariably shown by the French Chamber in the negotiations with the British Chamber are in pleasant contrast with the manner in which the Japanese Government has ignored the claims of the foreign merchants to be heard in defence of their interests.

There is another incident which impresses us yet more deeply with the want of consideration for British interests shown by the Japanese Government. The authorities evidently feel able to so disregard us because we have no tariff by which we might penalise Japanese exports to this country. At least, there can be no doubt that this is the view entertained by Count Kumaoka, the Minister for Foreign Affairs, who recently made the following statement in the Diet:—"In the coming treaty revision we shall make it our principle to apply the statutory tariff. In some cases we may fix upon conventional tariffs, but such conventions will not, as in the existing treaties, be unilateral, but will be reciprocal. However, the conventional tariff ceases to be unilateral as at present, and becomes reciprocal, there will really be very few countries with which we can conclude such conventions. As Great Britain, for instance, in pursuing its policy of free trade, is pursuing a policy of no room for a convention with that country." As a matter of politics, the sentence we have italicised is no doubt strictly true, and yet it is still generally held that our Free Trade policy ensures for us most-favoured-nation treatment in the world's markets. The Japanese Government, at least, admit no reason—in the meantime—for so treating British trade in future.

## SIEGE OF JERUSALEM.

## VALUABLE RECORD FOUND.

A record of very great interest concerning the celebrated siege of Jerusalem by Vespasian's army, under the command of Titus, has been discovered in Upper Egypt, consisting of a wooden panel, with raised borders or frame, bearing a Latin inscription of some fifty lines. Apart from its historical importance, this relic, with the exception of the tablets found at Pompeii, containing some accounts of a banker in the most valuable specimen of Roman caligraphy extant. The contents of the text, however, are what will be considered the chief merit of this acquisition, because they embody the formal registration of the discharge, after long, active service under the eagles of a veteran who as one of the Tenth Legion, had taken a distinguished part in the Jewish campaign, and was present at the investment and sack of Jerusalem, that city, Hierosolyma, being specially mentioned.

The name of the old warrior was M. Velerius Quadratus, and in the newly recovered document he formally attests it is a duplicate of an Imperial edict promulgated in his favour, and in that of some comrades in the legion, by the Emperor Domitian, by the hands of the Imperial Legate, Sextus Hormisdas Campanus, in December, A.D. 93. One copy of this honorable discharge was the tablet states, deposited in the proper temple for containing such archives at Rome, as was the custom with all such military deeds registering completion of service, whilst the other had been forwarded from Rome to the Governor of Egypt, M. Junius Mettius Rufus, and was kept in the Chancery at Alexandria. It is of this Egyptian edition of his discharge that Quadratus, on his panel record, gives us a copy, which he had made upon July 2, A.D. 94, at Alexandria.

The old soldier had probably been recruited in Egypt, because it is known that before the Jewish war the Tenth Legion was stationed there. He retired with his three children, to end his days at the little town of Philadelphia in the Forum. There, amid the ruins of his house, among a number of papyrus documents of the second century, the panel he doubtless prized was found. This would seem to show that the residence was occupied by his children after his decease. Many Roman military diplomas somewhat similar to this one, have been found, but for some special reason the new document is more lengthy, containing many names of consuls and officials, and fuller text, and is also attested by the names of nine witnesses. Moreover, it describes that the three children of Quadratus, who were all born during his military service, and therefore at a time when he could not be legally married, were awarded the valued right of Roman citizenship as if born in true wedlock. Other memorial inscriptions have been found of officers who took part in the famous Palestine campaign, usually styled therein the "Bellum Judaicum," but this is the first authentic contemporary document emanating from a soldier actually engaged in the siege of Jerusalem and referring to that event, thus confirming the statements of Josephus and the classic historians.

## LATEST STEAMER MOVEMENTS.

The H.A. Linie steamer *Scandia* left Foochow on the 10th inst., at noon, and may be expected here on the 12th inst. a.m.  
The "Ben" Line steamer *Bendora* from Leith, Middlebrook, and London, left Singapore on the 10th inst. for this port.

## REMODELLING A COLONY.

## SWEEPING SUGGESTIONS FOR MAURITIUS.

The report of the Mauritius Royal Commission, consisting of Sir F. A. Swettenham, Sir E. L. O'Malley and Mr. H. B. D. Woodcock, with Mr. A. J. Harding as secretary, was the result of a request made by the Government of Mauritius for an inquiry into the condition and resources of the Colony. The commission arrived at Port Louis on June 18, and for two months were occupied with the hearing of evidence and the consideration of documents sent in reply to a list of questions prepared beforehand. In all, twenty-nine sittings were held, at which ninety-nine witnesses were heard, and no aspect of the business and economic conditions of Mauritius appears to have been left unexamined.

Mauritius being essentially a sugar producing Colony the commission naturally devoted much attention to the condition of the staple industry and the means by which it could be improved. The genesis of the inquiry, indeed, was the agitation which had been going on in the island for two or three years in favour of the raising of a loan of £600,000 to assist sugar planters to improve the machinery of their factories. Of a total cultivable area of 161,052 acres, 133,238 are under sugar, as compared with 20,709 under fibre and 7,105 under other crops. It is the period of depression through which the industry has recently passed that has had such a prejudicial effect upon the welfare of the Colony.

## SUGAR PLANTERS IN DEBT.

Dealing with the difficulties which beset the Mauritius sugar planter, the report says:—"In the first place, a large proportion of the sugar estates are more or less heavily mortgaged. As these mortgages bear interest at from 7 to 9 per cent, they form, in many cases, serious burdens upon the estates. Out of 56 estates possessing factories, at least 34 are encumbered by debts other than Government loans, while if Government loans are included, only 11 are free from indebtedness, and of these four belong to one or other of the English companies. The total debt of the 55 encumbered estates possessing factories is probably about £800,000, of which nearly one-third is due to the Colonial Government. In addition, most of the estates having no factories are burdened by mortgages, and in some cases for large amounts."

"But besides paying high interest on the mortgage debt, which is of the nature of a fixed charge, the great majority of the owners have practically no working capital, and run their estates on borrowed money. By the end of the hurricane season, i.e., in April, they have exhausted the funds derived from the last crop, and have to apply to a financial agent for assistance. This agent is called in Mauritius a *baillieur de fonds*. The planter submits to the *baillieur de fonds* a kind of budget for the coming year, showing what he expects to have to pay for interest and other fixed charges, wages of employees and labourers, manure, rice, and other stores, and in many cases for household and personal expenditure—in fact for all his anticipated outgoings during the year. He gives the *baillieur de fonds* the selling of the sugar produced on the estate and the right to demand, if necessary, a mortgage on the estate for any balance which may remain owing at the close of the year's transactions. The *baillieur de fonds* then becomes practically the business manager of the estate. He supplies the owner with the funds required for fixed charges, wages, etc.; he buys and pays for the manure, rice, and stores required for the estate, and, as the sugar is produced, he sells it and credits the owner with the amount realised."

In the opinion of the commission the introduction of private capital from outside the Colony would prove the most satisfactory remedy, and the following pertinent comment is added:—"It may seem strange that although of late years so much English capital has been invested in tropical agriculture—for instance, in Malaya and Ceylon—so little attention has been paid by British investors to the possibilities of sugar planting on modern lines in Mauritius. There are, however, several reasons for this neglect. The steady fall for many years in the price of sugar, due to Continental competition and the resulting uncertainty as to the future of the industry, discouraged investment in anything connected with the production of sugar."

With some amendment of the law and with efficient local management we see no reason why outside capital should not embark in the Mauritius sugar industry and find it profitable."

## SUGGESTED LOAN.

Pending this ideal solution of the difficulty the commission recommends:—1. A separate Department of Scientific Agriculture should be established by the Colonial Government, to assist not only the sugar industry, but also the development of other products. 2. Steps should be taken to introduce and encourage among the small planters the system of co-operative credit banks which has been so successful in India and Europe. 3. An experienced irrigation engineer should be obtained from India to report upon the practicability of irrigation on the large scale, and the cost of such a scheme. If an extensive irrigation scheme is found to be practicable the Government should undertake it, even though its adoption should necessitate the abandonment of the grant of a loan to large planters. 4. The Colonial Government should borrow a sum of about £600,000. Of this £225,000 should be used to place the Government railways upon a proper footing; £250,000 should either be lent to planters at 5 per cent, for the improvement of cultivation, factory machinery, or mechanical traction, or devoted to a remunerative irrigation scheme; and the remainder should be reserved for the judicious assistance of small planters through the machinery of a co-operative credit bank or through the agency and with the guarantee of responsible landowners. 5. The law should be amended so as to enable planters whose land is mortgaged to borrow for the *entrepreneur* on the security of their crops. 6. The cultivation of local products should be encouraged by the abolition as far as possible of artificial restrictions upon their production or consumption. 7. The company law of the Colony should be revised so as to bring it into line with that of England and ensure a legal system properly adapted to the development of the limited liability enterprise upon which the future of the Mauritius sugar industry must move and more largely depend."

## ADMINISTRATIVE ECONOMY.

In the terms of reference to the commission emphasis was laid on the necessity of a full inquiry into the administrative and financial conditions of Mauritius, "particularly with a view to the introduction of such economies in the establishments and expenditure as may be possible without detriment to the public interests." The fulfilment of this duty on the part of public service has been overlooked by

the commissioners, who make some sweeping recommendations with regard to the "policy of vigorous economy and reduction of the excessive Government establishments," which, they maintain, must be enforced if the Colony is to regain its prosperity. Dealing with the Treasury, the deficit, which for the last seven years has averaged nearly £37,000, the commission recommends an income-tax of two per cent, a revised scale of excise duties, an increase of fifty per cent in other registration duties, an increase of fifty per cent in the stamp duties, and a revision of postal charges. It is estimated that these will produce an additional revenue of £200,000.

After an examination of the various public services the commission recommended the following changes:—"The reduction of the Governor's salary from Rs. 75,000 to Rs. 50,000. The amalgamation of the Customs and Harbour Departments. The amalgamation of the Registration and Mortgage Department, the Registrar-General's Department, and the Archives Office. The abolition of one of four judges at the Supreme Court and of four magistrates. The Government should cease to pay pension or passage allowance to members of the ecclesiastical establishments, and regard being paid to existing rights. The reduction and reorganisation of the police force under a new Inspector-General, who should also act as head of the Prison Department. Fifty trained policemen should be introduced from the United Kingdom."

Other recommendations in the same direction are the reorganisation of the Medical and Health Department, abolition of the sanitary supervising staff, the Poor Law Department and the Storekeeper-General's Department. In the case of the College a reduction of staff is recommended, with other drastic changes. By these and other reorganisations it is estimated that £300,000 a year can be saved. In this connection the committee remark:—"It is to reduction in the number of offices and not to reduction in the scales of salary that the policy of government should be directed."

## THE COST OF LIVING IN AMERICA.

## SENATE COMMITTEE'S REPORT.

The report of the Committee of the Senate which was appointed to consider the causes of the increased cost of living in America has issued its report. The conclusions, which are signed by the majority of the committee, declare that "the tariff was a material factor in causing advances in prices during the past decade. The greatest advances have been in regard to commodities on which the tariff has little or no effect. The absolute removal of the tariff could not afford relief, because prices are as high or higher in countries other than America. The committee mention fifteen reasons for the increased cost of living, including the greater demand for farm products, the higher standard of living, the shifting of the population from food-producing to food-consuming occupations, the reduced fertility of the land, the disappearance of extensive grazing lands, over-capitalisation, increased gold supply, and the trusts. The report goes on to say that the prices of foods in all countries are seeking a common world-level, and the recent "high jumps" in America are due to the fact that commodities in America for years have been cheaper than in Europe. It adds that a comparison of the meat prices in the United Kingdom with those in America shows that bacon in 1900 was 73 per cent higher in the United Kingdom than in America, while in 1909 the English price was 39 per cent higher. About the same ratio exists in comparing the prices for beef, mutton, and wheat. The committee declares that wages in America are higher, while the hours of work are less than in Europe. Wages had kept pace with the increased cost of living up to the time of the panic in 1907. Since then wages have not advanced. This last statement must be read with understanding. The report, in discussing wages, says with last year, and does not take into consideration the nationwide increase of wages occurring this year, which has overtaken the increased cost of living, because the official statistics on the subject have not yet been completed.

## KING GEORGE'S COINAGE.

It is announced that Mr. Bertram Mackennal, A.R.A., has been chosen to design and model the new coinage and the Coronation medal, which will be struck next year in commemoration of King George's accession. The appointment of Mr. Mackennal was the first artist from the Overseas Dominions to secure election to the Royal Academy. But, apart from sentiment, he has justified his latest commission by the beautiful series of medals which he executed for the Olympic Games of 1907.

The son of an Australian sculptor, Mr. Mackennal was born in Melbourne in 1853, and coming to Europe in early manhood, studied for some years in Paris. His name first came into public notice through the controversy aroused by his life-size nude, "Circe," which was exhibited at the Royal Academy in the "nineties. In the opinion of the Hanging Committee, the base of the statue was "too realistic for exhibition at Burlington House, and that was discreetly covered. The "Circe" was shown at the Franco-British Exhibition three years ago, highly praised without offending drapery. After exceeding several memorial statues of Queen Victoria, one of which was erected at Blackburn, Mr. Mackennal received two important London commissions—the South African War Memorial at Islington and the pedimental group for the offices of the Local Government Board. In 1907 the artist's "Earth and the Elements" was purchased for the nation under the terms of the Chantry Bequest, and in the following year he was even more fortunate, the same trustees purchasing for £1,000 his life-sized marble "Diana Wounded," now in the large sculpture hall at the Tate Gallery. In the present Academy the Australian sculptor is represented by a beautiful statuette, "The Mother."

In addition to the new coinage and the Coronation medal, Mr. Mackennal is also engaged upon the statutory which is to decorate the St. Paul's Cross, now being put up in the Cathedral gardens. The late Mr. H. C. Richards, R.C., left £50,000 in his will for the rebuilding of Paul's Cross. After prolonged discussion, Mr. Blomfield, the architect, was commissioned to design a Doric column to be set up on the north-eastern side of the Cathedral, the "proseching" platform being enclosed by a balustrade wall of Portland stone and black marble. Mr. Mackennal has modelled four cherubs for the base, and is also designing and modelling the bronze figure of St. Paul, which is to surmount the column. It may be said in brief that none of the younger English sculptors can claim a more varied experience in public and private work than Mr. Mackennal.



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box, 35. Telephone No. 12. Telegraphic Address: Press Codes: A.B.C. 5th, 24-Lieber's.

## NEW ADVERTISEMENTS

## LOST.

STRAYED from Mountain Lodge, The Peak, a BLACK CHOW PUPPY, with Collar, age 5 Months, the Property of LADY MAY. Finder will be Rewarded. Hongkong, 12th August, 1910. [932]

COLLEGIO DE SANTA ROSA DE LIMA. A HIGH-CLASS BOARDING AND DAY SCHOOL FOR YOUNG LADIES. MACAU. UNDER THE PATRONAGE OF HIS LORDSHIP THE BISHOP OF MACAU.

THE Classes of the above establishment will RE-OPEN on the Ninth of September next. The teaching of Foreign Languages forms the principal feature of the College; all the Teachers being Europeans. Portuguese, English, French and German are taught by Skilled and Certified Teachers. There are four Portuguese Lady Teachers from Portugal, two English, two French and one German, all possessing diplomas of Certified Trained Teachers.

Beside Languages, the Girls are taught in their own Languages Geography, History, Arithmetic, Religion, Morality and Civility. Music, Vocal and Instrumental; Painting, Oil and Water-colour; Needlework and Embroidery are taught by the same efficient staff of Ladies. The Convent is situated at the East end of Prater Grande, overlooking the sea. The Class-Rooms and Dormitory are very roomy and airy. Excellent table. The Sanitary arrangements are perfect.

The health and deportment of the Children are the objects of special care. A monthly report of the progress and behaviour of the Girls is sent to the Parents.

For terms and particulars apply to—  
THE LADY SUPERIORESS.  
Hongkong, 12th August, 1910. [933]

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Bangkok, Madras and Mauritius.)  
THE Steamship

"CATHERINE APCAR,"  
Captain G. E. Hudson, will be despatched for the above Ports on TUESDAY, the 16th inst. at Noon.

For Freight or Passage, apply to  
DAVID SASSOON & Co., Ltd.,  
Agents.  
Hongkong, 12th August, 1910. [934]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"VORWAERTS,"  
Captain B. Bodnar, will leave for the above places on FRIDAY, the 19th inst.

This Steamer has special accommodation for passengers. Electric light, electric fan in all cabins, and carries a doctor and a stewardess. For Freight or Passage, apply to  
SANDELL, WHEELER & Co.,  
Agents,  
Princes' Building.  
Hongkong, 12th August, 1910. [3]

WANTED.

A FIVE or SIX ROOMED HOUSE, PEAK, about 1st November, for 12 Months or more. Furnished preferred.

S. W. D. H.,  
Care of "Daily Press" Office.  
Hongkong, 8th August, 1910. [912]

MESS.

ENGLISHMAN, with Well-Furnished Small House at Peak, wishes to meet with Man to share same.

Apply—  
Care of "Daily Press" Office.  
Hongkong, 9th August, 1910. [920]

NOTICE.

TRANSLATIONS of LEGAL and ENGINEERING DOCUMENTS from Portuguese, French and Spanish Languages into English and vice-versa, as well as Documents of any description, made by an Experienced Translator.

For terms, apply to—  
"ARGENTUS,"  
Care of P.O. Box No. 113A.  
Hongkong, 10th August, 1910. [927]

VIENNA CAFE CO.,  
(1910) LIMITED

(RECONSTRUCTED).

QUEEN'S ROAD CENTRAL,  
(Opposite Post Office.)

A FIRST CLASS RESTAURANT

(TABLE D'HOTE OR A LA CARTE)

AFTERNOON TEAS, ICES, LIGHT REFRESHMENTS.

SPECIALY SELECTED BRANDS OF WINES, SPIRITS, BEERS, &c.

AN EXTENSIVE MODERN BAKERY.

A FRENCH CHEF.

Hongkong, 23rd July, 1910. [855]

## PUBLIC COMPANIES

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 20th day of August, 1910, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1910.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 8th August to SATURDAY, the 20th August, 1910 (both days inclusive), during which period no transfer of Shares can be registered. By Order of the Court of Directors,  
N. J. STABB,  
Acting Chief Manager.  
Hongkong, 3rd August, 1910. [897]

HONGKONG CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of \$1.25 per Share, Declared at the ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS, held this Day, will be PAYABLE at the HONGKONG AND SHANGHAI BANKING CORPORATION, on and after TUESDAY, the 9th August, 1910.

Shareholders are requested to apply to the Office of the Company for Warrants. By Order of the Board of Directors,  
JOHN ARNOLD,  
Acting Secretary.  
Hongkong, 9th August, 1910. [926]

HONGKONG ICE COMPANY, LTD.

NOTICE.

IN Accordance with the Provisions of No. 104, of the Articles of Association of the General Managers have this Day Declared an INTERIM DIVIDEND for the half-year ended 30th June, 1910, of TWO DOLLARS PER SHARE.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after MONDAY, 15th inst. The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 13th inst., 1910, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,  
General Managers.  
Hongkong, 1st August, 1910. [994]

FOR SALE

FOR SALE.

VALUABLE PROPERTY on the middle avenue (Parkes Avenue), British Concession, Shamoen, Canton. Present occupant's lease runs to end of 1910, and he would like to renew it if the purchaser does not want to occupy it. Particulars upon application.

Address: Care of "Daily Press" Office.  
Hongkong, 1st August, 1910. [889]

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1909.

REVISED BY THE MEMBERS.

PRICE - - - - \$3.

DAILY PRESS OFFICE.  
Hongkong, 21st February, 1910. [316]

FOR SALE.

REMAINING Portions of MARINE LOTS 31 and 36, at PRAYA EAST. Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD

IN LOTS TO SUIT TENANTS OR PURCHASERS.

MARINE LOT

No. 285

EXTENSIVE WATER

FRONTAGE, DEEP WATER.

Apply—  
G. FENWICK & Co., Ltd.,  
Engineers, &c.,  
PRAYA EAST, HONGKONG.  
Hongkong, 8th June, 1908. [84-168]

GENTLEMEN: WE HAVE

SOMETHING TO SUIT YOU!

JUST UNPACKED A FINE STOCK of Gentlemen's & BOSE (SOCKS) assorted Shade and Designs, also BOSE GARTERS, BRACES, SCARF PINS, STUD and SLEEVE BUTTONS, Best Quality of PEARL BUTTONS, WAIST COATS and COATS, FANCY NECK TIES and SCARFS, DRESS TIES, Black and White, HANDKERCHIEFS, STAIN and HEM-SHEDDING COTTON and LINEN DRESSING HAIR BRUSHES and COMBS, &c., &c., &c.

HOOSAIN-ALI & Co.,  
No. 14, Queen's Road Central.  
Hongkong, 18th July, 1910. [707]

NEW CARTRIDGES.

By popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to .588G. at \$6, \$7 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 25th October, 1906. [545]

AUTOMATIC BROWNING

POCKET PISTOLS.

With CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS.

STERN & Co.  
Hongkong, 6th March, 1907. [38]

NOTICE.

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HONGKONG ICE COMPANY, LTD.

NOTICE.

IN Accordance with the Provisions of No. 104, of the Articles of Association of the General Managers have this Day Declared an INTERIM DIVIDEND for the half-year ended 30th June, 1910, of TWO DOLLARS PER SHARE.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after MONDAY, 15th inst. The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 13th inst., 1910, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,  
General Managers.  
Hongkong, 1st August, 1910. [994]

## AUCTIONS

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

MR. GEO. P. LAMBERT has received instructions to Sell by PUBLIC AUCTION, TO-DAY (FRIDAY), the 12th day of August, 1910, at 3 o'clock in the afternoon, at his Sale Room in Duddell St., Victoria, Hongkong.

IN THREE LOTS.  
The following VALUABLE LEASEHOLD PROPERTIES situated at Victoria, aforesaid, viz:—

LOT 1. All that Piece or Parcel of ground known and registered in the Land Office as SECTION E of MARINE LOT No. 116, together with the message erections and buildings thereon known as No. 5, Stone Nullah Lane, Area 920 square feet. Term 999 years. Annual Crown Rent \$15.35.

LOT 2. All that Piece or Parcel of ground known and registered in the Land Office as SECTION F of MARINE LOT No. 116, together with the message erections and buildings thereon known as No. 3, Stone Nullah Lane, Area 894 square feet. Term 999 years. Annual Crown Rent \$14.93.

LOT 3. All that Piece or Parcel of ground known and registered in the Land Office as SECTION G of MARINE LOT No. 116, together with the message erections and buildings thereon known as No. 1, Stone Nullah Lane, Area 943 square feet. Term 999 years. Annual Crown Rent \$15.75.

For further particulars and conditions of sale apply to—  
Messrs. JOHNSON STOKES & MASTER,  
Frisco's Buildings, Ice House Street,  
Solicitors for the Vendor,  
or to  
Mr. GEO. P. LAMBERT,  
The Auctioneer.  
Hongkong, 1st August, 1910. [890]

G. P. R.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 15th day of August, 1910, at 3 P.M., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT, of One Lot of CROWN LAND at the Peak, in the Colony of Hongkong, for a term of 75 years, commencing from 10th December, 1877.

Particulars of the Lot.

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## TO LET

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OFFICES in Des Vaux Road, Central, corner of Ice House Street. Apply to—  
Messrs. PERRY SMITH & FLEMING,  
5, Queen's Road.  
Hongkong, 2nd June, 1910. [440]

TO LET.

SELF-Contained FLATS, NATHAN ROAD, Kowloon, with Gas, Electric Light and Telephone in each Flat. Apply to—  
J. HENNESSEY SETH,  
No. 4, Ice House Street.  
Hongkong, 2nd July, 1910. [795]

TO LET.

NO. 1, ORMSBY TERRACE, Kowloon, and No. 4, SEYMOUR ROAD, Hongkong. Apply to—  
SPANISH DOMINICAN PROCUSSION.  
Hongkong, 3rd August, 1910. [879]

TO LET.

NOS. 19 and 23, SHELLEY STREET, Kowloon. Furnished or Unfurnished. Apply to—  
ABBATOON V. APCAR & Co.,  
19, Des Vaux Road, Central.  
Hongkong, 3rd March, 1910. [363]

TO LET.

THE FIVE-ROOMED HOUSE, known as "Biston," situated on Plantation Road. For Particulars, apply to—  
DENNIS & BOWLEY.  
Hongkong, 9th August, 1910. [922]

TO LET.

A HOUSE, in Knutsford Terrace. Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 1st August, 1910. [325]

TO LET.

GODOWN, No. 5A, DUDDELL STREET.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 1st August, 1910. [88]

TO LET.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yammat, Area 35,238 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—  
HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.  
Hongkong, 1st December, 1909. [790]

TO LET.

MODERATE RENTAL.

HOUSES in Observatory Villas (5 Rooms), Kowloon. Electric and Gas laid on; Tennis Court.

Apply to—  
ABBATOON V. APCAR & Co.,  
14, Des Vaux Road, Central, 1st Floor.  
Hongkong, 28th July, 1910. [876]

TO LET.

NO. 21, CONDUIE ROAD, Clifton Gardens.

GODOWNS, 151 to 155, PRAYA EAST. OFFICES No. 2, Connaught Road, 3rd Floor.

A HOUSE in Wong Nei Chong Road. No. 1, RIFON TERRACE.

OFFICES in YORK BUILDING, No. 10, DES VEAUX ROAD CENTRAL, 1st floor.

SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trams stop at the door.

Also NEW EUROPEAN FLATS, adjoining the new Seamen's Institute, Praya East.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 1st August, 1910. [87]

TO LET.

OFFICES, Hotel Mansions.

Apply to—  
HENRY HUMPHREYS,  
Alexandra Buildings,  
Hongkong, 2nd February, 1910. [151]

TO LET.

BOWEN ROAD Western Block of DWELLING HOUSES, at present occupied as Artillery Officer's Quarters. Suitable for Boarding House.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 1st August, 1910. [781]

TO LET.

NO. 3, GOUGH HILL (104A, THE PEAK), Partly Furnished.

Apply to—  
S. J. DAVID & Co.  
Hongkong, 12th August, 1910. [782]



"PLASMON is the Best part of Nature's Best Food—MILK, and increases the food value enormously."—Lancet.

**PLASMON COCOA**

10 times more Nutritious than Ordinary Cocoa.

DELICIOUS. DIGESTIBLE.

Of all Chemists, Grocers and Stores.

Plasmon, Limited, London.

**THE SEEKER AFTER HEALTH**

is always glad to hear of a medicine that has been frequently tried in complaints similar to those from which he may be suffering, and that has proved uniformly successful. Such a remedy is BEECHAM'S PILLS. For half a century they have been doing incalculable good, and all who suffer from troubles traceable to disorders of the Stomach, Liver, Bowels, or Kidneys should take

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Hongkong Observatory, August 11th

**THORNE'S OLD VAT**

**SCOTCH WHISKY.**

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But there is a distinct tendency in these days to glorify the mortal who dies for science, particularly if that science is mechanical and dangerous. Most extraordinary things were said recently of the poor fellows who lost their lives in the French submarine *Pluvios*, and no aviator is ever now killed without a chorus of crowning and enthroning laudation. To call these men martyrs is an exaggeration to foolish that it need not be laboured; to offer them praise of any kind is a matter open to debate.

EXPERIMENTS AND EXHIBITIONS.

For it is wise to use the stimulus of public honour and public excitement, with the added zest of immense monetary reward, in a field of experiment where laborious patience is the first necessity of success and where humanity has not even yet determined the value of victory. The deplorable and tragic death of Mr. C. S. Rolls should force this question to an answer. He is not a martyr, but the destruction of his life is a loss to the world, and that life would surely have been now engaged in services to mankind if his experiments had not been turned into exhibitions, and the moral atmosphere of the nation had been less electric with excitement.

There are certain people making money out of aviation. It is to their interest that there should be a man who will risk his life for the sake of their money. The contests which they arrange must be dangerous to serve their purpose. The more excited and expectant the condition of the public mind the better business it is for them. But if there is one science more than another in which experiment should be conducted with extreme caution it is this particular science of aviation, which is an attempt on the part of man to defeat the elements. Let us suppose that all the nations of the world have profoundly considered the matter, and are all agreed that what is called "conquest of the air" has for mankind incalculable blessing and no curse; even so, it is not the height of madness to rush the souls of experimenters into hasty trials and wildest efforts at perfection by means of these public shows and noisy rewards?

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The attitude of mankind towards the railway may have been a wrong one, but more wrong, infinitely more wrong, is that attitude towards life which leaves entirely out of count the spiritual nature of man, and sees in the perfecting of mechanism the end of existence. Life is greater than its contrivance. To fly through the air without danger, to travel over the earth's surface at a hundred miles an hour, can have no need for hand labor or anybody's toil will bring peace to the soul of man. And to seek these

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But there is a distinct tendency in these days to glorify the mortal who dies for science, particularly if that science is mechanical and dangerous. Most extraordinary things were said recently of the poor fellows who lost their lives in the French submarine *Pluvios*, and no aviator is ever now killed without a chorus of crowning and enthroning laudation. To call these men martyrs is an exaggeration to foolish that it need not be laboured; to offer them praise of any kind is a matter open to debate.

EXPERIMENTS AND EXHIBITIONS.

For it is wise to use the stimulus of public honour and public excitement, with the added zest of immense monetary reward, in a field of experiment where laborious patience is the first necessity of success and where humanity has not even yet determined the value of victory. The deplorable and tragic death of Mr. C. S. Rolls should force this question to an answer. He is not a martyr, but the destruction of his life is a loss to the world, and that life would surely have been now engaged in services to mankind if his experiments had not been turned into exhibitions, and the moral atmosphere of the nation had been less electric with excitement.

There are certain people making money out of aviation. It is to their interest that there should be a man who will risk his life for the sake of their money. The contests which they arrange must be dangerous to serve their purpose. The more excited and expectant the condition of the public mind the better business it is for them. But if there is one science more than another in which experiment should be conducted with extreme caution it is this particular science of aviation, which is an attempt on the part of man to defeat the elements. Let us suppose that all the nations of the world have profoundly considered the matter, and are all agreed that what is called "conquest of the air" has for mankind incalculable blessing and no curse; even so, it is not the height of madness to rush the souls of experimenters into hasty trials and wildest efforts at perfection by means of these public shows and noisy rewards?

But it is by no means proved that aviation will bring happiness to the human race. While we continue a possibility among great blocks of humanity, it might be easy to prove the contrary. Nevertheless, careless of the result, careless of the vast moral and material issues, and driven forward by the almost drunken enthusiasm for mechanical evolution which is one of the supreme follies of our impatient days, men are calling upon other men to risk their lives in hazardous experiments and dangerous essays at a time when even the mere act of flying in the perfectest atmospheric conditions is attended by unending risk. To organise an exhibition of flying is to shoot an arrow into the dark of weather conditions, but to demand of aviators a display of freak flying in such an exhibition is to call death to the meeting.

TOWARDS MATERIALISM.

There is another and a larger question. This public excitement about flying is only a fresh evidence of the general tendency towards materialism. The ideals of humanity are no longer moral and spiritual. Millennium is to be reached on a mono-rail or in a mono-plane, and the prophet's vision of happiness has shrunk to eighty-miles-an-hour. Our god is speed, our religion a machine. And so hot is our quest of speed that we have no time quickly to sit down and enumerate the benefits it will bring or to reflect upon the questions its achievement will still leave unanswered.

The attitude of mankind towards the railway may have been a wrong one, but more wrong, infinitely more wrong, is that attitude towards life which leaves entirely out of count the spiritual nature of man, and sees in the perfecting of mechanism the end of existence. Life is greater than its contrivance. To fly through the air without danger, to travel over the earth's surface at a hundred miles an hour, can have no need for hand labor or anybody's toil will bring peace to the soul of man. And to seek these

**THE SEEKER AFTER HEALTH**

is always glad to hear of a medicine that has been frequently tried in complaints similar to those from which he may be suffering, and that has proved uniformly successful. Such a remedy is BEECHAM'S PILLS. For half a century they have been doing incalculable good, and all who suffer from troubles traceable to disorders of the Stomach, Liver, Bowels, or Kidneys should take

**BEECHAM'S PILLS.**

these pills. They are a skillful combination of valuable vegetable extracts in precise proportions—and act naturally and gently on the organs at fault, even a few doses showing most marked results. Those who desire a sound digestion and active liver, steady nerves, pure blood, buoyant and good spirits, should not delay a single day, but at once provide themselves with, and begin a course of,

**COLEMAN'S WINCARNIS, THE GREATEST TONIC IN THE WORLD.**

WHAT IT HAS DONE FOR OTHERS IT WILL DO FOR YOU. Its refreshing and exhilarating effects are a revelation to those who have never tried it before. "WINCARNIS" has a charm all its own, which you cannot fail to appreciate.

The combination of all that is most nourishing in Beef and Malt is prepared in Wincarnis gives a TWO-POWER STANDARD that cannot be equalled for giving Strength and Stamina, Vitality and Force to Men, Women and Children.

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**ASIATIC POSTAGE STAMPS AND PICTORIAL POST CARDS.**

JUST Received a Selection of POSTAGE STAMP CATALOGUE FOR 1910, Picture and Painting Books, Novels, Postage Stamp Albums with Movable Leaf, Puzzle Post Cards, School and Shopping Bags, Dolls, Toys, Cigars, Cigarettes, &c., &c.

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MERCHANT NAVY BOILED LONG FLAX REBLANCE CROWN TARPAILING

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15351

**HONGKONG TIDE TABLE.**

From August 11th to 16th, 1910.

**HONGKONG METEOROLOGICAL REGISTER.**

Hongkong Observatory, August 11th

**THORNE'S OLD VAT**

**SCOTCH WHISKY.**

SOLE AGENTS IN HONG KONG, CHINA & MANILLA: A. S. WATSON & Co., Ltd.

**AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS**

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**NAPIER JOHNSTONES' "SQUARE BOTTLE" WHISKY.**

BEWARE OF IMITATIONS.

THE SAME TODAY AS IN 1745.

150 YEARS.

SOLE AGENTS IN HONGKONG: LANE, CRAWFORD & CO., and from ALL WINE MERCHANTS. 146

LABUAN COAL.

**THE SEEKER AFTER HEALTH**

is always glad to hear of a medicine that has been frequently tried in complaints similar to those from which he may be suffering, and that has proved uniformly successful. Such a remedy is BEECHAM'S PILLS. For half a century they have been doing incalculable good, and all who suffer from troubles traceable to disorders of the Stomach, Liver, Bowels, or Kidneys should take

**BEECHAM'S PILLS.**

these pills. They are a skillful combination of valuable vegetable extracts in precise proportions—and act naturally and gently on the organs at fault, even a few doses showing most marked results. Those who desire a sound digestion and active liver, steady nerves, pure blood, buoyant and good spirits, should not delay a single day, but at once provide themselves with, and begin a course of,

**CO**



**TO-DAY**  
 3 P.M.—Auction of Valuable Leasehold Properties at Sale Room, by Mr. Geo. P. Lamont.  
**FORTHCOMING EVENTS.**  
 Saturday, 13th August—Extra Meeting of the Hongkong Gymkhana Club, at Happy Valley, 3.30 P.M.  
 Monday, 15th August—Auction of Crown Land at Public Works Dept., 3 P.M.  
 Tuesday and Wednesday, 16th and 17th Aug.—Auction of Naval and Victualling Stores, at H.M. Naval Establishments, by Messrs. Hughes & Hough, 10 A.M.  
 Saturday, 20th August—Ordinary Half-Yearly Meeting of Hongkong & Shanghai Banking Corporation, at City Hall, Noon.

## SHIPPING.

**ARRIVALS.**  
**CHILLI**, British str., 1,142 G. Landberg, 10th August—Nanchang—9th August—Sail—Butterfield & Swire.  
**HUGHOW**, British str., 1,217 G. Forsyth, 11th August—Tientsin via Chiofo and Swatow 10th Aug. General—Butterfield & Swire.  
**LOYAL**, German str., 11th August—Canton.  
**MATHILDE**, German str., 831, Chr. Ullrich, 11th August—Haiphong and Hoihow 10th August, General and pigs—Jensen & Co.  
**SHANSI**, British str., 11th August—Canton.

## CLEARANCES.

**AT THE HARBOUR MASTER'S OFFICE.**  
 11th August.  
**Daiji Maru**, Japanese str., for Kobe, Haiphong, British str., for Swatow.  
**Oufa**, British str., for Manila.  
**Pelchatur**, German str., for Bangkok.  
**Shansi**, British str., for Saigon.  
**Tymah**, Dutch str., for Batavia.

## DEPARTURES.

11th August.  
**CARDIGANSHIRE**, British str., for Straits.  
**CHINHA**, British str., for Shanghai.  
**CHOSHUN MARU**, Japanese str., for Swatow.  
**CHOSANO**, British str., for Shanghai.  
**LANDRAT SCHIFF**, German str., for Swatow.  
**NANBANO**, British str., for Teikwang.  
**PRA**, British str., for Yokohama.  
**SAMBA**, German str., for Hoihow.  
**SEGOVIA**, German str., for Straits.  
**YU SHUN**, Chinese str., for Shanghai.  
**ZWENNA**, British str., for Samarang.

## VESSELS EXPECTED.

**THE FRENCH MAIL.**  
 The M.M. str. *Ville de la Ciotat*, with the French Mail of the 17th ultimo, and mails from London of the 16th ultimo, left Saigon on the 11th instant, at 6 p.m., and is expected to arrive here on Monday morning, the 15th inst.

**THE CANADIAN MAIL.**  
 The C.P.R. Co's str. *Empress of China* arrived at Yokohama at 7 a.m. on the 10th inst., and left again at noon same day for Kobe, where she is due to arrive at noon on 11th inst.

**THE AMERICAN MAIL.**  
 The T.K.K. str. *Chio Maru*, from San Francisco, will leave Yokohama on route to Hongkong on the 8th inst., and will arrive on the 19th inst.

The P.M. str. *Asia* sailed from San Francisco on the 25th ult. via Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on the 23rd inst.

**THE O.S.K. str. *Prinz Waldemar*** left Kobe on the 7th inst., at 8 a.m., and may be expected here to-morrow a.m.

The Mogul Line str. *Lothian* left United Kingdom on the 10th ultimo for Hongkong via Straits.

The M.M. Line str. *Pathan* sailed from the United Kingdom on the 2nd instant for Hongkong via Straits.

The T.K.K. str. *Kiyo Maru* from South American and Mexican ports, arrived at Yokohama on the 25th ultimo, and is due to arrive here on or about the 16th instant.

The Indo-China str. *Kumang* left Calcutta for the Straits and Hongkong on the 5th inst., and is due here on the 21st instant.

The Bank Line str. *Suerio* left Vancouver, B.C., on the 3rd instant, and is due at Yokohama on the 23rd inst.

The O.S.K. str. *Panama Maru* left Tacoma for this port via Japan and Manila on the 5th instant, and is expected to arrive here on or about the 13th inst.

## VESSELS ON THE BERTH

For NEW YORK.  
 (With Liberty to Call at the Malabar Coast).

**THE Steamship**  
**"ALBENGA"**  
 Captain Lorenzen, will be despatched to the above Port, on or about the 17th August.  
 For Freight apply to  
**CARLOWITZ & Co.,**  
 Agents.  
 Hongkong, 26th July, 1910. [862]

**REGULAR STEAMSHIP SERVICE**  
 (WITH LIBERTY TO CALL AT MALABAR COAST).  
 PROPOSED SAILING FROM HONGKONG.

For NEW YORK.  
 S.S. "PRINZ WALDEMAR" ... About 26th August.  
 S.S. "BORENEO" ... About 27th August.  
 S.S. "LENNOX" ... About 3rd Sept.  
 For Freight and further information, apply  
**DODWELL & Co., Ltd.,**  
 Agents.  
 Hongkong, 10th August, 1910. [901]



**AUSTRIAN LLOYD STEAM NAVIGATION COMPANY.**

**STEAM FOR FIUME AND TRIESTE (DIRECT),**  
 Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.  
 (Taking Cargo at through rates to the Brazils to PERSIAN GULF, RED SEA, BLACK SEA, LEBANT, VENICE, and ADRIATIC PORTS).  
**THE Company's Steamship**

**"SILESIA"**  
 Captain Radonich, will be despatched as above, on SATURDAY, the 27th inst., p.m.  
 This Steamship has capital accommodation for passengers, electric light, electric fan in all cabins, and carries a doctor.  
 For information as to Passage and Freight apply to  
**SANDER, WIELER & Co.,**  
 Agents.  
 Hongkong, 1st August, 1910. [3]

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with this number denoting the section.

**SECTIONS.**  
 1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

| DESTINATION.                                    | VESSEL'S NAME.   | FLAG & REG.  | BERTH. | CAPTAIN.     | FOR FREIGHT APPLY TO.         | TO BE DESPATCHED.         |
|---|------------------|--------------|--------|--------------|-------------------------------|---------------------------|
| LONDON, HULL & ANTWERP                          | CARMARTHENSHIRE  | Brit. str.   | —      | Daniels      | JARDINE, MATHESON & Co., Ltd. | About 20th inst.          |
| LONDON, &c., via USUAL PORTS OF CALL            | DEYANHA          | Brit. str.   | —      | H. Powell    | P. & O. S. N. Co., Ltd.       | On 20th inst., at Noon.   |
| ROTTERDAM, HAMBURG & ANTWERP, &c.               | SAMBIA           | Ger. str.    | k. w.  | Müller       | HAMBURG-AMERIKA LINIE         | On 10th Sept.             |
| COPENHAGEN & ST. PETERSBURG                     | INDIAN           | Dan. str.    | —      | —            | MELCHERS & Co.                | End of Aug.               |
| HAVRE & HAMBURG via STRAITS, &c.                | SCANDIA          | Ger. str.    | k. w.  | V. Dohren    | HAMBURG-AMERIKA LINIE         | To-morrow.                |
| HAVRE & HAMBURG via STRAITS, &c.                | SCANDIA          | Ger. str.    | k. w.  | Peter        | HAMBURG-AMERIKA LINIE         | On 20th inst.             |
| MARSEILLES, &c., via PORTS OF CALL              | SPESIA           | Ger. str.    | k. w.  | Fass         | HAMBURG-AMERIKA LINIE         | On 10th Sept.             |
| MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c. | POLYNESIAN       | Franch. str. | —      | Bruno        | MESSAGERIES MARITIMES         | On 16th inst., at 1 p.m.  |
| MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c. | ATSUTA MARU      | Jap. str.    | —      | Wm. Thomson  | NIPPON YUSEN KAISHA           | On 17th inst., at D'light |
| MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c. | HITACHI MARU     | Jap. str.    | —      | N. Mathieson | NIPPON YUSEN KAISHA           | On 31st inst., at D'light |
| MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c. | SAXONIA          | Ger. str.    | k. w.  | Bahle        | HAMBURG-AMERIKA LINIE         | On 31st inst.             |
| NA FLES, GENOA, ALGIERS, GIBRALTAR, &c.         | MYIAZAKI MARU    | Jap. str.    | —      | T. Mural     | NIPPON YUSEN KAISHA           | On 14th Sept., at D'light |
| TRIESTE, &c., via SINGAPORE, &c.                | SILESIA          | Aus. str.    | —      | F. v. Binzer | MELCHERS & Co.                | On 24th inst., at Noon.   |
| NEW YORK  | BRAMMAR          | Brit. str.   | —      | E. Radonich  | SANDER, WIELER & Co.          | On 27th inst., p.m.       |
| BOSTON & NEW YORK                               | ALBENGA          | Ital. str.   | k. w.  | Lorenzen     | DODWELL & Co., Ltd.           | About 26th inst.          |
| VANCOUVER via SHANGHAI, JAPAN, &c.              | LENNOX           | Brit. str.   | —      | —            | CANADIAN PACIFIC R. Co.       | About 17th inst.          |
| VICTORIA, B.C., VANCOUVER, TACOMA, &c.          | REDHILL          | Brit. str.   | 2 m.   | H. E. Dowall | DODWELL & Co., Ltd.           | On 16th inst., at Noon.   |
| VANCOUVER (DIRECT)                              | REDHILL          | Brit. str.   | —      | —            | CANADIAN PACIFIC R. Co.       | On 23rd inst.             |
| VANCOUVER via SHANGHAI, JAPAN, &c.              | EMPEROR OF CHINA | Brit. str.   | 1 m.   | —            | CANADIAN PACIFIC R. Co.       | On 27th inst., at 6 p.m.  |
| VICTORIA, B.C. & SEATTLE via KEELUNG, &c.       | AYA MARU         | Jap. str.    | —      | S. Sakine    | NIPPON YUSEN KAISHA           | On 15th Sept., at 4 p.m.  |
| VICTORIA, B.C. & SEATTLE via KEELUNG, &c.       | TAKAMA MARU      | Jap. str.    | —      | K. Sato      | NIPPON YUSEN KAISHA           | On 16th inst., at Noon.   |
| YOKOHAMA & JAPAN                                | TAKAMA MARU      | Jap. str.    | —      | H. Yamamoto  | OSAKA SHOSEN KAISHA           | On 7th Sept., at Noon.    |
| CALLAO, IQUIQUE, &c., via JAPAN PORTS, &c.      | KIYO MARU        | Jap. str.    | —      | —            | TOYO KISEN KAISHA             | On 25th inst., at Noon.   |
| AUSTRALIAN PORTS via MANILA                     | PRINZ WALDEMAR   | Ger. str.    | —      | F. Iske      | MELCHERS & Co.                | To-morrow, at 5 p.m.      |
| AUSTRALIAN PORTS via MANILA                     | TAIYUAN          | Brit. str.   | 1 m.   | L. Dawson    | BUTTERFIELD & SWIRE           | On 31st inst., at 4 p.m.  |
| AUSTRALIAN PORTS via MANILA                     | KUMANO MARU      | Jap. str.    | —      | M. Winkler   | NIPPON YUSEN KAISHA           | On 2nd Sept., at Noon.    |
| AUSTRALIAN PORTS via MANILA                     | YAWATA MARU      | Jap. str.    | —      | T. Sakine    | NIPPON YUSEN KAISHA           | On 30th Sept., at Noon.   |
| KOBE & YOKOHAMA                                 | KITANO MARU      | Jap. str.    | —      | F. E. Cope   | NIPPON YUSEN KAISHA           | On 18th inst., at Noon.   |
| YOKOHAMA AND KOBE                               | PRINZ SIGISMUND  | Ger. str.    | —      | D. Lens      | MELCHERS & Co.                | About 23rd inst.          |
| KOBE (DIRECT)                                   | DAIJI MARU       | Jap. str.    | —      | —            | OSAKA SHOSEN KAISHA           | To-day, at Noon.          |
| NAGASAKI, KOBE & YOKOHAMA                       | YAWATA MARU      | Jap. str.    | —      | T. Sakine    | NIPPON YUSEN KAISHA           | On 17th inst., at Noon.   |
| JAPAN   | YAWATA MARU      | Jap. str.    | —      | Zwart        | YAWA-CHINA-JAPAN LINE         | Quick despatch.           |
| CHEFOO & TIENSIN                                | YAWATA MARU      | Jap. str.    | —      | V. Koryth    | BUTTERFIELD & SWIRE           | On 17th inst., at 4 p.m.  |
| TIENSIN   | YAWATA MARU      | Jap. str.    | —      | V. Koryth    | BUTTERFIELD & SWIRE           | On 16th inst., at Noon.   |
| SHANGHAI via NINGPO                             | YAWATA MARU      | Jap. str.    | —      | V. Koryth    | BUTTERFIELD & SWIRE           | To-morrow, at Noon.       |
| SHANGHAI, KOBE & YOKOHAMA                       | YAWATA MARU      | Jap. str.    | —      | V. Koryth    | BUTTERFIELD & SWIRE           | To-day.                   |
| SHANGHAI  | YAWATA MARU      | Jap. str.    | —      | V. Koryth    | BUTTERFIELD & SWIRE           | On 14th inst., at D'light |
| SHANGHAI KOBE & YOKOHAMA                        | YAWATA MARU      | Jap. str.    | —      | V. Koryth    | BUTTERFIELD & SWIRE           | On 15th inst., p.m.       |
| SHANGHAI  | YAWATA MARU      | Jap. str.    | —      | V. Koryth    | BUTTERFIELD & SWIRE           | On 16th inst., at Noon.   |
| SHANGHAI, MOJI & KOBE                           | YAWATA MARU      | Jap. str.    | —      | V. Koryth    | BUTTERFIELD & SWIRE           | On 17th inst.             |
| SHANGHAI  | YAWATA MARU      | Jap. str.    | —      | V. Koryth    | BUTTERFIELD & SWIRE           | About 18th inst.          |
| SHANGHAI YOKOHAMA & KOBE                        | YAWATA MARU      | Jap. str.    | —      | V. Koryth    | BUTTERFIELD & SWIRE           | On 19th inst.             |
| SHANGHAI KOBE & MOJI                            | YAWATA MARU      | Jap. str.    | —      | V. Koryth    | BUTTERFIELD & SWIRE           | On 19th inst., at Noon.   |
| SHANGHAI NAGASAKI KOBE & YOKOHAMA               | YAWATA MARU      | Jap. str.    | —      | V. Koryth    | BUTTERFIELD & SWIRE           | About 24th inst.          |
| SHANGHAI MOJI KOBE & YOKOHAMA                   | YAWATA MARU      | Jap. str.    | —      | V. Koryth    | BUTTERFIELD & SWIRE           | About 25th inst.          |
| SHANGHAI KOBE & YOKOHAMA                        | YAWATA MARU      | Jap. str.    | —      | V. Koryth    | BUTTERFIELD & SWIRE           | On 26th inst.             |
| SHANGHAI  | YAWATA MARU      | Jap. str.    | —      | V. Koryth    | BUTTERFIELD & SWIRE           | Quick despatch.           |
| ANPING via SWATOW & AMOY                        | YAWATA MARU      | Jap. str.    | —      | V. Koryth    | BUTTERFIELD & SWIRE           | On 17th inst., at 10 A.M. |
| TAMSUI via SWATOW & AMOY                        | YAWATA MARU      | Jap. str.    | —      | V. Koryth    | BUTTERFIELD & SWIRE           | On 16th inst., at Noon.   |
| SWATOW, AMOY & FOCHOW                           | YAWATA MARU      | Jap. str.    | —      | V. Koryth    | BUTTERFIELD & SWIRE           | To-day, at 10 A.M.        |
| SWATOW, AMOY & FOCHOW                           | YAWATA MARU      | Jap. str.    | —      | V. Koryth    | BUTTERFIELD & SWIRE           | On 14th inst., at 10 A.M. |
| SAIGON  | YAWATA MARU      | Jap. str.    | —      | V. Koryth    | BUTTERFIELD & SWIRE           | On 16th inst., at 10 A.M. |
| MANILA  | YAWATA MARU      | Jap. str.    | —      | V. Koryth    | BUTTERFIELD & SWIRE           | To-day, at 5 p.m.         |
| MANILA  | YAWATA MARU      | Jap. str.    | —      | V. Koryth    | BUTTERFIELD & SWIRE           | To-day, at 4 p.m.         |
| MANILA  | YAWATA MARU      | Jap. str.    | —      | V. Koryth    | BUTTERFIELD & SWIRE           | On 16th inst., at Noon.   |
| MANILA  | YAWATA MARU      | Jap. str.    | —      | V. Koryth    | BUTTERFIELD & SWIRE           | On 19th inst., at 4 p.m.  |
| MANILA  | YAWATA MARU      | Jap. str.    | —      | V. Koryth    | BUTTERFIELD & SWIRE           | On 20th inst., at Noon.   |
| MANILA  | YAWATA MARU      | Jap. str.    | —      | V. Koryth    | BUTTERFIELD & SWIRE           | To-day, at 4 p.m.         |
| CEBU  | YAWATA MARU      | Jap. str.    | —      | V. Koryth    | BUTTERFIELD & SWIRE           | On 15th inst., at 4 p.m.  |
| ILOLO & CEBU                                    | YAWATA MARU      | Jap. str.    | —      | V. Koryth    | BUTTERFIELD & SWIRE           | End of Aug.               |
| KUDAT & SANDAKAN                                | YAWATA MARU      | Jap. str.    | —      | V. Koryth    | BUTTERFIELD & SWIRE           | On 23rd inst.             |
| BOMBAY via SINGAPORE & COLOMBO                  | YAWATA MARU      | Jap. str.    | —      | V. Koryth    | BUTTERFIELD & SWIRE           | On 16th inst., at Noon.   |
| SINGAPORE, PENANG & CALCUTTA                    | YAWATA MARU      | Jap. str.    | —      | V. Koryth    | BUTTERFIELD & SWIRE           | On 20th inst., at Noon.   |
| SINGAPORE, PENANG & CALCUTTA                    | YAWATA MARU      | Jap. str.    | —      | V. Koryth    | BUTTERFIELD & SWIRE           | Quick despatch.           |
| BATAVIA, CHERIBON, SAMARANG, &c.                | YAWATA MARU      | Jap. str.    | —      | V. Koryth    | BUTTERFIELD & SWIRE           | Quick despatch.           |

## THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

**PROPOSED SAILINGS FROM HONGKONG FOR**  
**VICTORIA, VANCOUVER, B.C.,**  
**SEATTLE & TACOMA**  
**VIA**  
**SHANGHAI, MOJI, KOBE AND YOKOHAMA.**

| Steamer. | Tons. | Captain.     | To Sail on or About. |
|----------|-------|--------------|----------------------|
| REDHILL  | 3,899 | H. E. Dowall | 23rd August.         |
| SUERIO   | 6,232 | F. E. Cope   | 27th September.      |
| KUMERIC  | 6,232 | G. B. McGill | 20th October.        |
| AYMERIC  | 4,362 | J. Boyd      | 20th November.       |

• Calling at Amoy and Keelung if sufficient inducement offers.  
 These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.

## PARCEL EXPRESS TO THE UNITED STATES &amp; CANADA.

For further information apply to  
**DODWELL & CO., LIMITED,**  
 GENERAL AGENTS.  
 QUEEN'S BUILDINGS.  
 Hongkong, 10th August, 1910. [8]

## NORDDEUTSCHER LLOYD BREMEN

## IMPERIAL GERMAN MAIL LINES.

| FOR  | STRAINS           | TONS                 | TO SAIL.                      |
|--|-------------------|----------------------|-------------------------------|
| MANILA, YAP, NEWGUINEA, SAMARAL, BRISBANE, SYDNEY and MELBOURNE  | "PRINZ WALDEMAR"  | Capt. F. Iske, 6,100 | Saturday, 13th Aug. at 5 p.m. |
| YOKOHAMA & KOBE  | "PRINZ SIGISMUND" | 6,000                | About 23rd August.            |
| NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN | "PRINZ LUDWIG"    | 18,300               | Wed'ay, 24th Aug. at Noon.    |
| SHANGHAI, NAGASAKI, KOBE and YOKOHAMA                            | "BUELOW"          | 16,900               | About 24th Aug.               |
| KUDAT and SANDAKAN   | "BORENEO"         | 5,050                | End of August.                |

• Fitted with wireless Telegraphy New System of Teletank.  
 For further Particulars, apply to  
**NORDDEUTSCHER LLOYD,**  
**MELCHERS & Co.,**  
 GENERAL AGENTS HONGKONG & CHINA.  
 Hongkong, 12th August, 1910. [5]

## CANADIAN PACIFIC RAILWAY CO'S

## ROYAL MAIL STEAMSHIP LINE.

## "EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

| From Hongkong.                       | From St. John, N.B.                    |
|--------------------------------------|--|
| "MONTEAGLE" Tuesday, 16th Aug.       | "EMPERESS OF BRITAIN" Fri., 23rd Sept. |
| "EMPERESS OF CHINA" Sat., 27th Aug.  | "ALLAN LINE" Friday, 14th Oct.         |
| "EMPERESS OF INDIA" Sat., 17th Sept. | "EMPERESS OF IRELAND" Fri., 4th Nov.   |
| "EMPERESS OF JAPAN" Sat., 8th Oct.   |  |
| "MONTEAGLE" Tuesday, 8th Nov.        | "EMPERESS OF IRELAND" Fri., 2nd Dec.   |
| "EMPERESS OF CHINA" Sat., 5th Nov.   |  |

"Emperess" Steamships leave HONGKONG at 6 p.m. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN or QUEBEC with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPERESS" steamers on the Pacific and on the Atlantic, are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York \$71.10 Intermediate on Steamers ... \$43 ... \$45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to  
**D. W. CRADDOCK,** General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier

## MESSAGERIES MARITIMES

## FRENCH MAIL LINES.

## FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

## FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

| FOR                       | STRAINS           | TO SAIL.            |
|---------------------------|-------------------|---------------------|
| SHANGHAI, KOBE & YOKOHAMA | "V. DE LA CIOTAT" | On 15th Aug. p.m.   |
| MARSEILLES via PORTS      | "POLYNESIAN"      | On 16th Aug. 1 p.m. |
| SHANGHAI, KOBE & YOKOHAMA | "TOURANE"         | On 29th Aug. p.m.   |
| MARSEILLES via PORTS      | "AUSTRALIEN"      | On 30th Aug. 1 p.m. |

Transshipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For further Particulars, apply to  
**P. THOMAS, AGENT,**  
 Queen's Building.  
 Hongkong, 5th August, 1910. [2]

## VESSELS ON THE BERTH

## SOCIETA ANONIMA NAZIONALE DI SEERVI MARITIMI ROMA.

## STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South-American Ports up to Callao. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BAHREIN, VALENCIA, ALICANTE, ALMERIA, MALAGA.)

## THE Steamship

"ISCHIA."  
 Captain Belito, will be despatched as above TO-DAY, the 12th inst., at 3 p.m.  
 For further particulars regarding Freight and Passage, apply to  
**CARLOWITZ & Co.,**  
 Agents.  
 Hongkong, 1st August, 1910. [4]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

## STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PENANG, COLOMBO, SINGAPORE, AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship

"DEVANHA."  
 Captain Powell, carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 20th August, 1910, at Noon, taking passengers and Cargo for the above ports in connection with the Company's s.s. "MARMOIRA," 10,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.



# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

| FOR                               | STEAMERS                            | TO SAIL         | REMARKS                    |
|-----------------------------------|-------------------------------------|-----------------|----------------------------|
| SHANGHAI                          | ARCADIA<br>Capt. S. Bertram         | About 18th Aug. | Freight and Passage.       |
| LONDON VIA USUAL PORTS            | DEVANHA<br>Capt. Powell             | Noon, 20th Aug. | See Special Advertisement. |
| SHANGHAI, MOJI, KOBE and YOKOHAMA | SYRIA<br>Capt. D. C. Gregor, R.N.R. | About 25th Aug. | Freight and Passage.       |

For further Particulars, apply to

E. A. HEWETT,  
Superintendent

Hongkong, 12th August, 1910.

# CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

| FOR  | STEAMERS   | TO SAIL              |
|--|------------|----------------------|
| CEBU   | "CHILTI"   | On 12th Aug. 4 P.M.  |
| SAIGON   | "HANGCHOW" | On 12th Aug. 6 P.M.  |
| SHANGHAI   | "ANHUI"    | On 14th Aug. 11 P.M. |
| ILOLO & CEBU   | "KAIFONG"  | On 15th Aug. 4 P.M.  |
| MANILA   | "TEAN"     | On 16th Aug. 4 P.M.  |
| CHEFOO & TIENTSIN  | "HUICHOW"  | On 17th Aug. 4 P.M.  |
| MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE | "TAIYUAN"  | On 31st Aug. 3 P.M.  |

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.  
S.S. "LINTAN" and S.S. "SANUI".  
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FAIRER. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.  
MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
N.B.—Passengers must embark before Mid-night on SATURDAY for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.  
These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.  
For Freight or Passage apply to—  
HONGKONG, 12th August, 1910  
BUTTERFIELD & SWIRE, AGENTS. 10

# EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

| DESTINATION                   | STEAMERS | DATE OF SAILING. |
|-------------------------------|----------|------------------|
| COPENHAGEN and ST. PETERSBURG | "INDIEN" | End of August.   |

For Further Particulars apply to

MELCHERS & CO.,  
AGENTS. 6

# INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

| FOR                             | STEAMERS     | TO SAIL                   |
|---------------------------------|--------------|---------------------------|
| MANILA                          | "YUENSANG"   | Friday, 12th Aug. 4 P.M.  |
| SHANGHAI via NINGPO             | "ESANG"      | Saturday, 13th Aug. Noon. |
| SHANGHAI                        | "KWONGSANG"  | Tuesday, 15th Aug. Noon.  |
| TIENTSIN                        | "CHEONGSANG" | Tuesday, 16th Aug. Noon.  |
| SHANGHAI, KOBE & MOJI           | "ROKSANG"    | Friday, 19th Aug. Noon.   |
| MANILA, CEBU, PENANG & CALCUTTA | "KUTSANG"    | Saturday, 20th Aug. Noon. |

RETURN TOURS TO JAPAN.  
OCCUPYING 24 DAYS.  
The Steamers "KUTSANG," "NAMSANG" and "POONGANG" leave about every 3 weeks for Shanghai and returning via Kobe (Island Sea) and Moji to Hongkong.  
These vessels have all modern improvements and are fitted throughout with Electric Light.  
A daily qualified surgeon is also carried.  
Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.  
Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang Telephone No. 215, Sul. Exch. 4.  
For Freight or Passage, apply to  
HONGKONG, 12th August, 1910.  
JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS. 14

# DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

# FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

| STEAMSHIPS | CAPTAIN              | LEAVING.                      |
|------------|----------------------|-------------------------------|
| "HAIYANG"  | Capt. A. E. Hodgins  | FRIDAY, 12th Aug. at 10 A.M.  |
| "HAICHING" | Capt. W. C. Passmore | TUESDAY, 16th Aug. at 10 A.M. |
| "HAITAN"   | Capt. J. W. Evans    | FRIDAY, 19th Aug. at 10 A.M.  |

For SWATOW AND RETURN.  
(Occupying 3 Days).

"HAIMUN" ... Capt. A. H. Stewart { SUNDAY, 14th Aug. at 10 A.M.  
WEDNESDAY, 17th Aug. at 10 A.M.  
Steamers will arrive at, and Depart from the Company's Wharf (near Blake Pier).  
During the Months of August and September, a Special Reduction of 20% on Fares to Foochow and Return will be Allowed.  
For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 12th August, 1910.

# HAMBURG-AMERIKA LINIE HAMBURG.

## EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO,  
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.  
Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

## NEXT SAILINGS FROM HONGKONG:

### OUTWARD.

|                                |           |
|--------------------------------|-----------|
| FOR SHANGHAI, KOBE & YOKOHAMA: |           |
| S.S. SPEZIA                    | 12th Aug. |
| S.S. ALESIA                    | 25th Aug. |
| S.S. AMBRIA                    | 8th Sept. |

Further Particulars, apply to—

Hongkong, 6th August, 1910.

### HOMeward.

|                                   |               |            |
|-----------------------------------|---------------|------------|
| FOR HAVRE & HAMBURG:              | S.S. SCANDIA  | 13th Aug.  |
| FOR HAVRE & HAMBURG:              | S.S. SLAVONIA | 20th Aug.  |
| FOR Marseilles & HAMBURG:         | S.S. SAXONIA  | 31st Aug.  |
| FOR HAVRE & HAMBURG:              | S.S. SPEZIA   | 10th Sept. |
| FOR ROTTERDAM, HAMBURG & ANTWERP: | S.S. SAMBIA   | 10th Sept. |

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

# SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA,  
HONOLULU, MANZANILLO and SALINA CRUZ (MEXICO).

|                    |                   |                          |
|--------------------|-------------------|--------------------------|
| S.S. KIYO MARU     | 17,200 tons gross | Sail Aug. 25th, at Noon. |
| S.S. BUYO MARU     | 10,500 "          | " Oct. 22nd, at Noon.    |
| S.S. HONGKONG MARU | 11,000 "          | " Dec. 21st, at Noon.    |

For particulars apply to

N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 6th July, 1910.

# NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

| DESTINATIONS.  | STEAMERS.                                 | TONS. | SAILING DATES.                     |
|--|---|-------|------------------------------------|
| Marseilles, London and Antwerp, via SINGAPORE, PENANG, COLOMBO and PORT SAID                 | ATSUTA MARU<br>Capt. Wm. Thomson, 9,000   |       | WEDNESDAY, 17th Aug., at Daylight  |
|  | HITACHI MARU<br>Capt. N. Mathieson, 7,000 |       | WEDNESDAY, 31st Aug., at Daylight  |
|  | MIYAZAKI MARU<br>Capt. T. Mura, 9,000     |       | WEDNESDAY, 14th Sept., at Daylight |
| VICTORIA B.C. & SEATTLE  | SADO MARU<br>Capt. Hiortdahl, 7,000       |       | SATURDAY, 10th Sept., from KOBE    |
| VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA | TAMBA MARU<br>Capt. K. Sato, 7,000        |       | TUESDAY, 16th Aug., at 4 P.M.      |
|  | AWA MARU<br>Capt. S. Ishikawa, 7,000      |       | TUESDAY, 13th Sept., at 4 P.M.     |
| SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE                   | KUMANO MARU<br>Capt. M. Winkler, 6,000    |       | FRIDAY, 2nd Sept., at Noon         |
|  | YAWATA MARU<br>Capt. T. Sekino, 5,000     |       | FRIDAY, 30th Sept., at Noon        |
| SHANGHAI, MOJI and KOBE  | TOSA MARU<br>Capt. Y. Nomura, 6,000       |       | WEDNESDAY, 17th Aug.               |
| KOBE and YOKOHAMA  | KITANO MARU<br>Capt. F. E. Cope, 9,000    |       | THURSDAY, 18th Aug., at Noon       |
| BOMBAY via SINGAPORE and COLOMBO   | BINGO MARU<br>Capt. S. G. Parsons, 7,000  |       | TUESDAY, 23rd Aug.                 |
| NAGASAKI, KOBE and YOKOHAMA  | YAWATA MARU<br>Capt. T. Sekino, 5,000     |       | WEDNESDAY, 31st Aug., at Noon      |

# CHEAPEST SUMMER RATES

BETWEEN

## HONGKONG AND JAPAN PORTS.

Commencing "Aki Maru" 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st &amp; 2nd CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

|           |       |       |       |      |
|-----------|-------|-------|-------|------|
| 1st CLASS | \$120 | \$110 | \$100 | \$90 |
| 2nd "     | \$80  | \$70  | \$60  | \$50 |

With Option of rail between Calling Ports in Japan.

= Calling at Saigon.

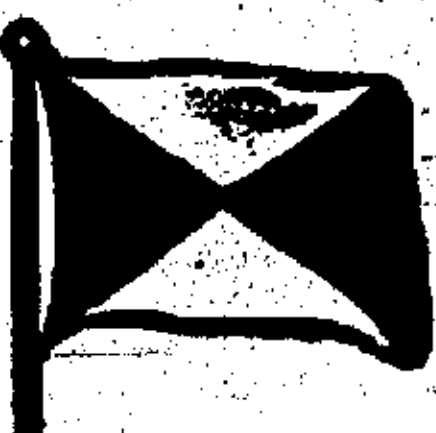
\$ Fitted with New System of Wireless Telegraphy. \* Carries Deck Passengers.  
† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.  
For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chester Road.

T. KUSUMOTO,  
MANAGER. 113-125

Hongkong, 1st August, 1910.

# CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.



| STEAMSHIP | TONS | CAPTAIN   | FOR    | SAILING DATE.      |
|-----------|------|-----------|--------|--------------------|
| RUBI      | 2540 | E. Rodger | Manila | On 13th Aug. Noon. |
| ZAFIRO    | 2540 | A. Fraser | Manila | On 20th Aug. Noon. |

For Freight or Passage apply to  
Hongkong, 1st August, 1910.SHEWAN, TOMES & Co.,  
General Managers. 112

# JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

| STEAMER    | FROM     | EXPECTED ON OR ABOUT | WILL LEAVE FOR | ON OR ABOUT         |
|------------|----------|----------------------|----------------|---------------------|
| TJIMAHU    | JAPAN    | First half of Aug.   | JAVA           | First half of Aug.  |
| TJIKINI    | SHANGHAI | First half of Aug.   | JAVA           | Second half of Aug. |
| TJILATJAP  | JAVA     | Second half of Aug.  | JAPAN          | Second half of Aug. |
| TJIPANAS   | JAPAN    | Second half of Aug.  | JAVA           | Second half of Aug. |
| TJIBODAS   | JAPAN    | First half of Sept.  | JAVA           | First half of Sept. |
| TJILLIWONG | JAVA     | First half of Sept.  | SHANGHAI       | First half of Sept. |

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.  
Hongkong, 9th August, 1910.

Telephone No. 375.

115

# OSAKA SHOSEN KAISHA.

REGULAR SERVICE, PROPOSED SAILINGS FROM HONGKONG.  
(Subject to Alteration.)

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with  
THE CHICAGO, MILWAUKEE and PUGET SOUND  
RAILWAY AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

| FOR   | STEAMERS                           | Tons (Gross reg.) | LEAVES                         |
|---|------------------------------------|-------------------|--------------------------------|
| TACOMA via KEELUNG, MOJI, KOBE and YOKOHAMA | "TACOMA MARU"<br>Capt. H. Yamamoto | 6,178             | WEDNESDAY, 7th Sept., at Noon. |

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

| FOR                       | STEAMERS                           | LEAVES                           |
|---------------------------|------------------------------------|----------------------------------|
| KOBE (Direct)             | "DAIGI MARU"<br>Capt. ...          | FRIDAY, 12th Aug., at Noon.      |
| TAMSUI via SWATOW, & AMOY | "JOSHIN MARU"<br>Capt. Y. Yamamoto | MONDAY, 15th Aug., at Noon.      |
| ANPING via SWATOW & AMOY  | "SOSHU MARU"<br>Capt. H. Murayama  | WEDNESDAY, 17th Aug., at 10 A.M. |

Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to Foochow during the two months of August and September, 1910.  
CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The Nanshin KISEN KAISHA's Steamers at Shanghai, for The NANKING EXPOSITION.

## HONGKONG-NANKING, RETURN.

1st CLASS. 2nd CLASS. 3rd CLASS.

\$78.00 \$55.00 \$27.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.  
Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.  
The Newly Built Steamers: "KOSHUN MARU" and "BOJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,  
MANAGER

# THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE: LUDGATE CIRCUS, LONDON, E.C.  
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.  
TOURS arranged to ALL PARTS of the WORLD.  
BAGGAGE collected, forwarded and insured at lowest rates.  
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.  
FOREIGN MONEY'S exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS OF 1910, AND THE ANGLO-JAPANESE EXHIBITION OF 1910.

Head Office for the Far East—  
15, DES VUEX ROAD,  
HONGKONGJapan Office,  
32, WATER STREET,  
YOKOHAMA.

# O. B. ICE

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

# ORIENTAL BREWERY, LTD.

BREWERS AND MANUFACTURERS OF ICE,

DEPOT: 55 &amp; 57, DES VUEX ROAD.

1537

## SHIPPING REPORTS.

The British str. *Hutchow* reports: Fine weather.  
The British str. *Chihli* reports: Light variable airs and fine weather.

## PASSENGERS.

DEPARTED.

Per *Goeben*, for Shanghai, Miss Gowen, Mr. H. Boyer, Mr. W. S. Lee, Mr. A. Blong, Mr. A. Haran, Mr. J. Howard, Miss Diamond, Mr. and Mrs. Jones; for Nagasaki, Mr. G. Green; for Kobe, Mr. P. O. Brain; for Yokohama, Mrs. Stevenson, Mr. J. Janssen, Mr. H. Dicks, Mr. Latcham, Mr. J. B. Patterson and H. R. Tamm.

## VESSELS IN DOCK.

August 11th.  
Kowloon Dock—*Hoangho*, *Glória*, *Paul Bean*, *H.M.S. Tak*, *San Juan*, *Cowrie*.  
Tide Dock—*Union*, *Simongan*, *Manchuria*, *Yokoh*.



# GEBRUEDER LENK, RODEWISCH I.V. MANUFACTURERS OF BERLIN WOOL.

FOR PARTICULARS, CATALOGUES AND SAMPLES, APPLY TO THE SOLE  
REPRESENTATIVE FOR CHINA:

**HUGO C. A. FROMM,**  
HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 360.

43-21

## POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN  
Route to EUROPE.

The *Ville de la Ciotat*, with the French mail of the 15th July, left Saigon on Thursday,  
the 11th inst., at 6 p.m., and may be expected here on or about Sunday, the 14th inst., p.m.  
The *Chonan*, with the Siberian mail, is due to arrive at this port on Sunday, the 14th inst.

| FOR                                       | PER        | DATE                       |
|---|------------|----------------------------|
| Swatow, Amoy and Foochow                  | Haiyang    | Friday, 12th, 9.00 A.M.    |
| Manila                                    | Yamchi     | Friday, 12th, 10.00 A.M.   |
| Batavia, Cheribon, Samarang and Sourabaya | Daigi Maru | Friday, 12th, 11.00 A.M.   |
| Kobe                                      | Sui Tai    | Friday, 12th, 1.15 P.M.    |
| Macao                                     | Yuenang    | Friday, 12th, 3.00 P.M.    |
| Manila                                    | Chihli     | Friday, 12th, 3.00 P.M.    |
| Cebu                                      | Makilde    | Friday, 12th, 5.00 P.M.    |
| Hai Phong                                 | Hangchow   | Friday, 12th, 5.00 P.M.    |
| Saigon                                    |            |                            |
| Manila                                    | Babi       | Saturday, 13th, 10.00 A.M. |
| Ningpo and Shanghai                       | Esang      | Saturday, 13th, 10.00 A.M. |
| Singapore, Penang and Bombay              | Ichiu      | Saturday, 13th, 10.00 A.M. |

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,  
HONOLULU & SAN FRANCISCO  
SIBERIAN MAIL TO EUROPE

|  |                |                           |
|--|----------------|---------------------------|
| Macao  | Sui Tai        | Saturday, 13th, 1.15 P.M. |
| Manila, Yap, Friedrich Wilhelmshafen,<br>Babau, Herberthshof, Matupi, Samarai,<br>Brisbane, Sydney, Hobart, Launceston, New<br>Zealand, Dunedin, Melbourne, Adelaide,<br>Perth and Fremantle | Prinz Waldemar | Saturday, 13th, 4.00 P.M. |
| Singapore and Durban   | Forerick       | Saturday, 13th, 5.00 P.M. |
| Shanghai   | Anhui          | Saturday, 13th, 6.00 P.M. |
| SIBERIAN MAIL TO EUROPE  |                |                           |
| Singapore, Penang and Colombo  | Poonia         | Sunday, 14th, 9.00 A.M.   |
| Swatow   | Hainan         | Sunday, 14th, 9.00 A.M.   |
| Swatow, Amoy and Tamsui  | Joshin Maru    | Monday, 15th, 11.00 A.M.  |
| Italo and Cebu   | Kiufeng        | Monday, 15th, 3.00 P.M.   |
| Swatow, Amoy and Foochow   | Hatching       | Tuesday, 16th, 9.00 A.M.  |
| KEELUNG, SHANGHAI, NAGASAKI, KOBE,<br>YOKOHAMA, VICTORIA AND VANCOUVER<br>(B.C.)   | Monteagle      | Tuesday, 16th, 10.00 A.M. |
| Tientsin   | Cheongshing    | Tuesday, 16th, 10.00 A.M. |
| Singapore, Penang and Calcutta   | C. Apar        | Tuesday, 16th, 10.00 A.M. |
| Shanghai   | Kuonang        | Tuesday, 16th, 10.00 A.M. |

EUROPE, &c., INDIA VIA TUTICORIN.  
(Late Letters 11.00 A.M. to NOON. Extra  
Postage 10 cents.)  
Letters posted in all the Pillar Boxes in  
time for the first clearance will be  
included in this contract mail.

|   |            |                          |
|---|------------|--------------------------|
| Keelung, Shanghai, Meiji, Kobe, Yokohama,<br>Shimoda, Yokohama, Victoria, B.C. and<br>Seattle Wash. | Tamha Maru | Tuesday, 16th, 3.00 P.M. |
| Manila  | Tean       | Tuesday, 16th, 3.00 P.M. |
| Singapore, Penang and Colombo   | Atula Maru | Tuesday, 16th, 5.00 P.M. |

## HINTS TO DECORATORS

FOR USING

### Hall's Sanitary Washable Distemper.

To Mix for use, add about one pint of water to 5 lbs. of Distemper and stir to the consistency of  
a good thick cream. (These quantities are only approximate and judgment must be exercised in the  
mixing.) If the Distemper is too thick, hot water should be used, as it mixes more readily.  
Whiting or Lime should be washed off the walls or ceiling before applying the Distemper.  
Wall papers may be painted without removing them, if the pattern is not too prominent and if the  
paper contains no gold, but two coats will probably be required.

When walls are very porous or cracked, causing too much or unequal suction, we recommend a  
coat of size before using the Distemper. This prevents suction, and the Distemper, when dry, is more  
washable than if otherwise would be. For very damp walls give a first coat of "SECCO" Damp  
Resister, also apply this to all damp patches and to places where the lime or salt is working out  
through the plaster.

White Distemper No. 6 is made for ceilings and is not quite so washable as the other colours.  
When necessary to lighten any of the shades, Cream (No. 17) should be used for mixing instead of white.  
Dry colours must not be used for altering the shades, as they take away the binding properties of  
the Distemper and do not mix evenly.

All shades marked \* by the side of the numbers in Colour Book and on the show-cards, may be  
used for new plastered walls. Any other shades should not be used on damp plaster.  
The Distemper should not be mixed too thickly, one coat is usually sufficient, even on new work,  
and will give a result equal to two coats of oil paint.

Three weeks after application, but not before, the paint can be washed. This operation should  
be done with a sponge wetted with tepid water and passed gently over the wall.

AGENTS:-

**WILLIAM C. JACK & CO., LTD.,**  
14, DES VUEZ ROAD CENTRAL, HONGKONG.

## VISITORS AT HOTELS.

| HONGKONG HOTEL.         |                         |
|-------------------------|-------------------------|
| Mr. P. R. Adams         | Miss K. A. Massey       |
| Mr. & Mrs. H. Allen     | Mr. W. B. McEwan        |
| Mr. J. I. Andrew        | Mr. D. M. Middle        |
| Mr. J. H. Backhouse     | Dr. C. Miller           |
| Mr. W. L. Birchhouse    | Mrs. J. G. Minor        |
| Mr. L. A. W. Brooks     | Mr. & Mrs. F. S. Minott |
| Mr. S. E. Brown         | Mr. T. J. F. Moran      |
| Mr. A. C. Brunt         | Mr. H. J. Morse         |
| Mr. M. O. Clark         | Mrs. C. E. Perry        |
| Mrs. & Master Cusack    | Mr. C. Reaburn          |
| Mr. & Mrs. G. E. Dale   | Mr. B. H. Bay           |
| Mr. J. H. Durian        | Mr. E. K. Rogers        |
| Miss H. L. Eversham     | Mr. H. H. Solomon       |
| Mr. H. G. Fisher        | Dr. and Mrs. A. D.      |
| Capt. G. A. Forsyth     | Dr. Spalding            |
| Mr. V. Gounbourn        | Mr. J. Spittles         |
| Capt. T. P. Hall        | Miss A. Square          |
| Mr. W. T. Halcom        | Mr. S. Stafford         |
| Hon. Mr. and Mrs. E. A. | Mr. J. Teton            |
| Howarth                 | Mr. and Mrs. M. L.      |
| Dr. S. Hough            | Thompson                |
| Mr. W. Hughes           | Mr. W. W. Trautshold    |
| Mr. E. B. Hunt          | Mr. A. V. Walker        |
| Mr. W. Jackson          | Mr. T. Watson           |
| Mr. G. T. Lloyd         | Mr. J. W. Wheldon       |
| Mr. D. Macdonald        | Mr. G. Wolf             |
| Mr. & Mrs. H. L. Marker | Mr. G. G. Wood          |
| Dr. O. Marriott         |                         |

| KING EDWARD HOTEL.         |                          |
|----------------------------|--------------------------|
| Mr. M. P. Beattie          | Mrs. Merles              |
| Mr. E. O. Brownlow         | Mrs. R. M. Millar        |
| Mr. D. G. Cheesman         | Mr. and Mrs. J. D. P.    |
| Mr. G. V. Corbue           | Mrs. J. D. P.            |
| Mr. F. F. Cox              | Mrs. J. D. P.            |
| Dr. K. Dustert             | Mr. & Mrs. D. Munns      |
| Dr. N. Ebbecke             | Mr. B. Nikkels           |
| Mr. A. C. Elton            | Mr. Paoker               |
| Dr. Griman                 | Capt. and Mrs. W. C.     |
| Mr. Hysman                 | Mr. W. H. Tindal King    |
| Mr. A. Hysman              | Mr. & Mrs. A. C. Logan   |
| Dr. Hochgeschurtz          | Mr. J. F. Macgregor      |
| Mr. Keith                  | Mr. & Mrs. C. C. Mackee  |
| Mr. Kennedy                | Mr. & Mrs. L. D. Mandell |
| Misses K. J. M. Kennedy    | Master Mandell           |
| Mr. C. J. Kenneth          | Mr. C. M. Meyer          |
| Miss Leppie                | Mr. R. S. Morrison       |
| Mr. G. W. McEwan           | Mr. J. A. Offer          |
| KING EDWARD PRIVATE HOTEL. |                          |
| Couder & Mrs. Acton &      | Mr. W. H. Tindal King    |
| maid                       | Mr. & Mrs. A. C. Logan   |
| Mr. E. Arndt               | Mr. J. F. Macgregor      |
| Mr. F. S. Arvine, u.s.m.   | Mr. & Mrs. C. C. Mackee  |
| Mrs. J. S. Arvine and      | Mr. & Mrs. L. D. Mandell |
| children                   | Master Mandell           |
| Dr. Black                  | Mr. C. M. Meyer          |
| Capt. & Mrs. Bremer        | Mr. R. S. Morrison       |
| Mr. W. F. Brewer           | Mr. J. A. Offer          |
| Mr. E. J. Chapman          | Mr. Wm. Pittendrig       |
| Mr. Cooker                 | Mr. J. Robertson         |
| Mr. P. Sydenham Dixon      | Mrs. G. Sachs            |
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| Mr. O. L. Graham           | Mr. & Mrs. Tibbs         |
| Mr. H. Hoffman             | Mr. F. N. James          |
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| Dr. P. J. Kelly            | Mr. J. W. Wilson         |

The Smoking Mixture of Many Merits.

# WILL'S CAPSTAN MIXTURE



Skilfully blended of carefully selected growths of Leaf, it will be  
found perfect in combustion and a delightfully cool and sweet smoke of  
delicate aroma.

"Let those smoke now who never smoked before

And those who always smoked now smoke the more."

Mild, Medium and Full Strengths.

SOLD EVERYWHERE.

## SHARE LIST.—QUOTATIONS.

HONGKONG, AUGUST 10TH, 1910.

| STOCKS.   | NO. OF<br>SHARES. | VALUE.   | PAID UP. | CLOSING QUOTA<br>TIONS CASE. |
|---|-------------------|----------|----------|------------------------------|
| <b>BANKS.</b>                                   |                   |          |          |                              |
| Hongkong & Shanghai Bank Corporation            | 120,000           | \$125    | all      | \$950.                       |
| National Bank of China, Limited                 | 99,925            | 27       | 26       | \$76, buyers                 |
| Bell's Asbestos Eastern Agency, Limited         | 8,604             | 12/6     | 12/6     | \$8, sellers                 |
| China Borneo Company, Limited                   | 60,000            | 112      | 112      | \$94, sellers                |
| China Light and Power Company, Limited          | 50,000            | 110      | 110      | \$1, buyers                  |
| China Provident Loan & Mortgage Co., Ltd.       | 50,000            | 81       | 81       | \$1, buyers                  |
| <b>COTTON MILLS.</b>                            |                   |          |          |                              |
| Ewo Cotton Spinning & Weaving Co., Ltd.         | 20,000            | Tls. 50  | Tls. 50  | Tls. 120.                    |
| Hongkong Cotton Spinning Co., Ltd.              | 125,000           | 110      | 110      | \$5, sales                   |
| International Cotton Manufacturing Co., Ltd.    | 10,000            | Tls. 75  | Tls. 75  | Tls. 57.                     |
| Laou-Kung-Mow Co. Spinning & Weaving Co., Ltd.  | 8,000             | Tls. 100 | Tls. 100 | Tls. 70.                     |
| Soy Chee Cotton Spinning Co., Limited           | 2,000             | Tls. 500 | Tls. 500 | Tls. 240.                    |
| <b>DAIRY FARM COMPANY, LIMITED</b>              | 40,000            | \$74     | \$6      | \$19, buyers                 |
| <b>DOCKS AND WHARVES.</b>                       |                   |          |          |                              |
| H'kong & Kowloon Wharf & G. Co., Ltd.           | 60,000            | \$50     | all      | \$54, sellers                |
| Hongkong & Whampoa Dock Co., Ltd.               | 50,000            | \$50     | all      | \$50, buyers                 |
| New Amoy Dock Co., Limited                      | 10,000            | \$63     | \$63     | \$9, sellers                 |
| Shanghai Dock and Engineering Co., Ltd.         | 55,700            | Tls. 100 | Tls. 100 | Tls. 77.                     |
| Shanghai and Hongkong Wharf Co., Ltd.           | 35,000            | Tls. 100 | Tls. 100 | Tls. 117.                    |
| <b>ENVIK &amp; CO., LIMITED</b>                 | 18,000            | \$25     | \$25     | \$10, sellers                |
| <b>GREEN ISLAND CEMENT CO., LIMITED</b>         | 400,000           | \$10     | \$10     | \$62, sellers                |
| <b>HONGKONG AND CHINA GAS CO., LIMITED</b>      | 7,000             | \$10     | all      | \$205.                       |
| <b>HONGKONG ELECTRIC CO., LIMITED</b>           | 60,000            | \$10     | \$10     | \$20, buyers                 |
| <b>HONGKONG HOTEL COMPANY, LIMITED</b>          | 12,000            | \$50     | \$50     | \$104, sellers               |
| <b>HONGKONG ICE COMPANY, LIMITED</b>            | 8,000             | \$25     | \$25     | \$82, sellers                |
| <b>HONGKONG ROPE MANUFACTURING CO., LIMITED</b> | 5,000             | \$25     | all      | \$135, buyers                |
| <b>INSURANCES.</b>                              |                   |          |          |                              |
| Canton Insurance Office Co., Limited            | 10,000            | \$250    | \$50     | \$170, sellers               |
| China Fire Insurance Co., Limited               | 20,000            | \$100    | \$20     | \$111, sales                 |
| China Traders Insurance Co., Limited            | 24,000            | \$63.33  | \$25     | \$874.                       |
| Hongkong Fire Insurance Co., Limited            | 8,000             | \$250    | \$50     | \$350, sellers               |
| North-China Insurance Co., Limited              | 10,000            | \$25     | Tls. 115 | \$115, buyers                |
| Union Insurance Society, Limited                | 12,400            | \$250    | \$100    | \$645, sellers               |
| Yangtze Insurance Association, Limited          | 12,000            | \$100    | \$60     | \$205, sellers               |
| <b>LAND AND BUILDINGS.</b>                      |                   |          |          |                              |
| Hongkong Land Invest. Agency Co., Ltd.          | 50,000            | \$100    | \$100    | \$98, rd. sales              |
| Humphreys' Estate and Finance Co., Ltd.         | 150,000           | \$10     | all      | \$84, sellers                |
| Kowloon Land and Building Co., Ltd.             | 6,000             | \$50     | \$30     | \$32, buyers                 |
| Shanghai Land Investment Co., Limited           | 78,000            | Tls. 80  | Tls. 50  | Tls. 112.                    |
| West Point Building Co., Limited                | 12,500            | \$50     | \$50     | \$39, rd. buyers             |
| <b>MINING.</b>                                  |                   |          |          |                              |
| Société Française des Charbonnages du Tonkin    | 15,000            | Fcs. 250 | all      | \$700, buyers                |
| Hamb Australian Gold Mining Co., Ltd.           | 200,000           | \$1      | \$1      | \$74, sales                  |
| <b>Peak Tramways Co., Limited</b>               | 25,000            | \$10     | all      | \$14, sellers                |
| <b>Philippine Co., Limited</b>                  | 50,000            | \$10     | \$10     | \$14, buyers                 |
| <b>REFINERIES.</b>                              |                   |          |          |                              |
| China Sugar Refining Co., Limited               | 20,000            | \$100    | all      | \$167.                       |
| Luzon Sugar Refining Co., Limited               | 7,000             | \$100    | all      | \$26, sellers                |
| <b>ROBINSON PIANO CO., LIMITED</b>              | 4,000             | \$50     | \$50     | \$50, sellers                |
| <b>STEAMSHIP COMPANIES.</b>                     |                   |          |          |                              |
| China and Manila Steamship Co., Ltd.            | 50,000            | \$25     | \$25     | \$7, sellers                 |
| Douglas Steamship Co., Limited                  | 20,000            | \$50     | \$15     | \$314, rd. div.              |
| Hongkong, Canton & Macao S.S. Co., Ltd.         | 80,000            | \$15     | \$15     | \$4, sel. L'Idon             |
| Indo-China Steam Navigation Co., Ltd.           | 60,000 pref.      | \$5      | all      | \$6, sel. £6.                |
| Shell Transport & Trading Co., Limited          | 2,000,000         | \$1      | \$1      | \$4.                         |
| Star Ferry Company, Limited                     | 10,000            | \$10     | \$5      | \$24, sellers                |
| South China Morning Post, Limited               | 6,000             | \$25     | \$25     | \$26.                        |
| Steam Laundry Company, Limited                  | 20,000            | \$5      | \$5      | \$52.                        |
| <b>STOLES AND DISPENSARIES.</b>                 |                   |          |          |                              |
| Campbell, Moore & Co., Limited                  | 1,200             | \$10     | all      | \$10.                        |
| Wm. Powell, Limited                             | 15,000            | \$7      | \$7      | \$24, sellers                |
| Watkins, Limited                                | 10,000            | \$10     | \$10     | \$7, sales                   |
| A. S. Watson & Co., Limited                     | 90,000            | \$10     | \$10     | \$12.                        |
| Weissmann, Limited                              | 3,000             | \$10     | \$10     | \$4.                         |
| <b>United Asbestos Oriental Agency, Limited</b> | 9,900 only.       | \$10     | \$4      | \$114, sellers               |
| <b>Union Waterboat Co., Limited</b>             | 100 shares        | \$10     | \$10     | \$300.                       |
| <b>RUBBERS.</b>                                 |                   |          |          |                              |
| Allagars  | —                 | —        | —        | 5/.                          |
| Anglo-Malaya                                    | —                 | —        | —        | 22/6                         |
| Balgownie                                       | —                 | —        | —        | \$14 (Sta.)                  |
| Batu Tiga                                       | —                 | —        | —        | 100/.                        |
| Bukit Kajangs                                   | —                 | —        | —        | 63/6                         |
| Cassidells, fully paid                          | —                 | —        | —        | 115/.                        |
| Cheviots  | —                 | —        | —        | 17/6 prem.                   |
| Eastern and International                       | —                 | —        | —        | 112/6                        |
| Highlands and Lowlands                          | —                 | —        | —        | 6/ prem.                     |
| Kanunings                                       | —                 | —        | —        | —                            |
| Kuala Lumpur                                    | —                 | —        | —        | —                            |
| Labus   | —                 | —        | —        | —                            |
| Ledbury's                                       | —                 | —        | —        | 80/.                         |
| Linggis   | —                 | —        | —        | 54/6                         |
| London Asiatics                                 | —                 | —        | —        | 12/6                         |
| London Ventures                                 | —                 | —        | —        | 7/6                          |
| Morlemaus                                       | —                 | —        | —        | 6/.                          |
| Pegohs  | —                 | —        | —        | \$29 (Sta.)                  |
| Sandoyrofts                                     | —                 | —        | —        | \$31 (Sta.)                  |
| Sapungs   | —                 | —        | —        | \$205/2,100                  |
| Shelfords                                       | —                 | —        | —        | \$1,400/1,500                |
| Singapore and Johore                            | —                 | —        | —        | \$2,100                      |
| Sumatra Paras                                   | —                 | —        | —        | \$1,725 per chest            |
| Sungai-Kapart                                   | —                 | —        | —        | \$1,725                      |
| United Sargangs                                 | —                 | —        | —        | 110/.                        |

| Loans.                        | Amount.      | Value.   | Interest.   | Quotation. |
|-------------------------------|--------------|----------|-------------|------------|
| Chinese Imperial 1898         | Tls. 767,200 | Tls. 250 | 7% p. annum | Par.       |
| YERON & SMYTH, Share-Brokers. |              |          |             |            |

## COMMERCIAL.

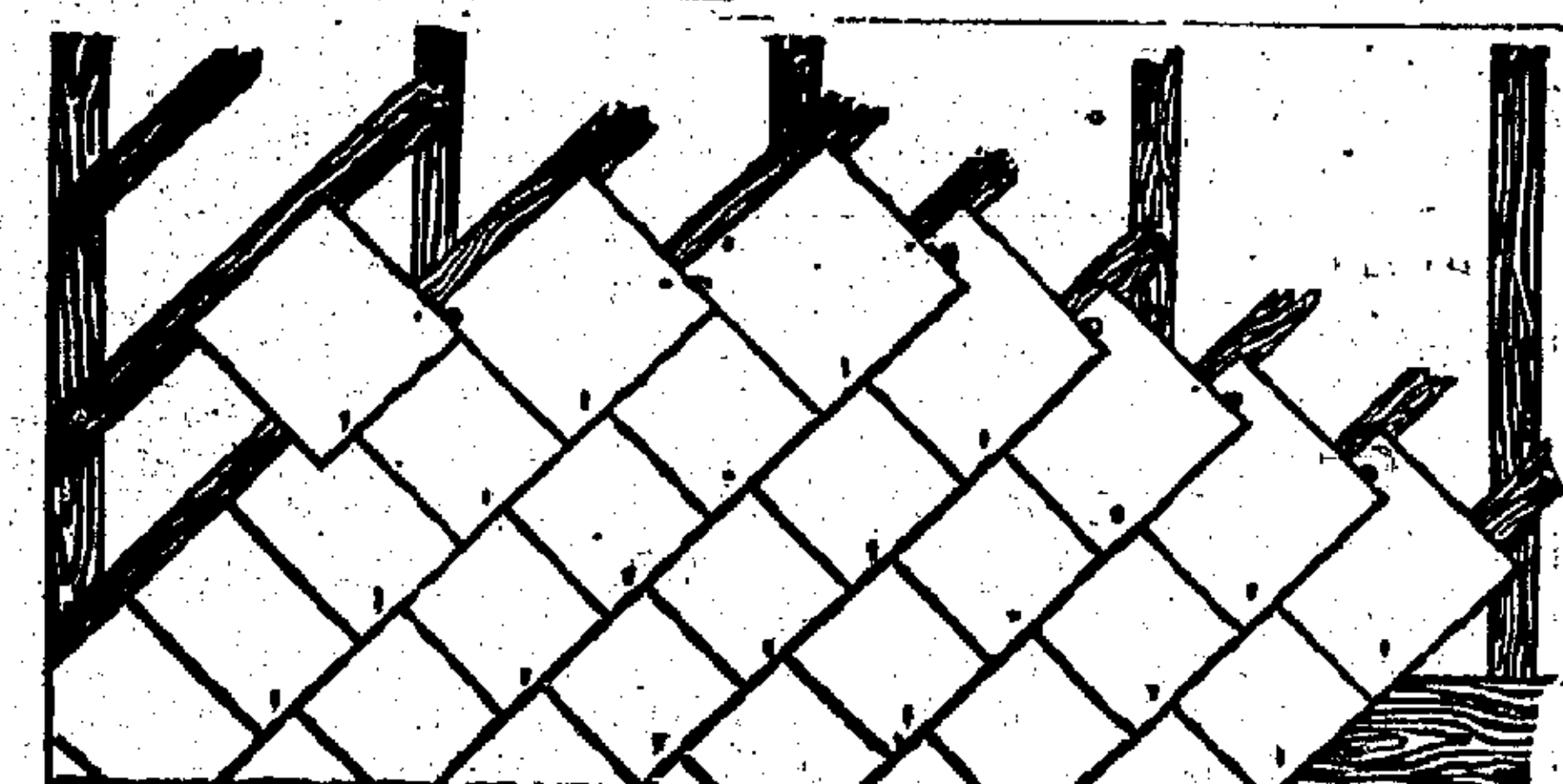
### EXCHANGE CLOSING QUOTATIONS.

August 11th.

|                                      |         |
|--------------------------------------|---------|
| <b>ON LONDON.</b>                    |         |
| Telegraphic Transfer                 | 1/9 1/2 |
| Bank Bills, on demand                | 1/9 1/2 |
| Bank Bills, at 30 days' sight        | 1/9 1/2 |
| Bank Bills, at 4 months' sight       | 1/9 1/2 |
| Credite, at 4 months' sight          | 1/9 1/2 |
| Documentary Bills at 4 months' sight | 1/9 1/2 |
| <b>ON PARIS.</b>                     |         |
| Bank Bills, on demand                | 224 1/2 |
| Credite, at 4 months' sight          | 228 1/2 |
| <b>ON GERMANY.</b>                   |         |
| On demand                            | 162     |
| <b>ON NEW YORK.</b>                  |         |
| Bank Bills, on demand                | 43 1/2  |
| Credite, at 60 days' sight           | 44 1/2  |
| <b>ON BOMBAY.</b>                    |         |
| Telegraphic Transfer                 | 133 1/2 |
| Bank, on demand                      | 133 1/2 |
| <b>ON CALCUTTA.</b>                  |         |
| Telegraphic Transfer                 | 133 1/2 |
| Bank, on demand                      | 133 1/2 |
| <b>ON SHANGHAI.</b>                  |         |
| Bank, at sight                       | 74 1/2  |
| Private, 30 days' sight              | 75 1/2  |
| <b>ON YOKOHAMA.</b>                  |         |
| On demand                            | 67 1/2  |
| <b>ON MANILA.</b>                    |         |
| On demand—Pesos                      | 87 1/2  |
| <b>ON SINGAPORE.</b>                 |         |
| On demand                            | 76 1/2  |
| <b>ON BATAVIA.</b>                   |         |
| On demand                            | 106 1/2 |
| <b>ON HAI PHONG.</b>                 |         |
| On demand                            | 24 1/2  |
| <b>ON SAIGON.</b>                    |         |
| On demand                            | 87 1/2  |
| <b>ON BANGKOK.</b>                   |         |
| Bank's Buying Rate                   | \$11.20 |
| GOLD LEAF, 100 fine, per tael        | \$58.50 |
| BAR SILVER, per oz.                  | 24 1/2  |

### SUBSIDIARY COINS.

|          |                |          |
|----------|----------------|----------|
| Chinese  | 20 cents piece | per cent |
| Chinese  | 10             | 15.50    |
| Hongkong | 20             | 35.84    |
| Hongkong | 10             | 35.98    |



JUST THE ROOFING MATERIAL REQUIRED IN HONGKONG.

## ASBEST-CEMENT PLATES "DURABILIT"

### HAVE THE FOLLOWING ADVANTAGES:-

Considerable and lasting elasticity.  
Extraordinary firmness and resisting power against pulling, pushing  
or punching.  
Absolutely weather and fire-resisting and perfectly waterproof.  
Perfectly even surface.  
Non-heat-conducting.  
Very small specific weight.  
Lighter than any other material.  
Does not crack or lose its colour.  
Very pleasing appearance.  
**EASILY AND QUICKLY LAID,** a hammer being the only  
tool required.

</